
Draft

DHS 109

Initial Study/Mitigated Negative Declaration

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Acronyms

ADA	American Disabilities Act
ADT	Average Daily Trips
AMSL	Above Mean Sea Level
ANSI	American National Standards Institute
APN	Assessor's Parcel Number
APS	Alternate Planning Strategy
AQMP	Air Quality Management Plan
ASME	American Society of Mechanical Engineers
ASTM	American Society for Testing and Materials
AUMA	Adult Use of Marijuana Act
BACMs	Best Available Control Measures
BAU	Business as Usual
BIOS	Biogeographic Information and Observation System
BLM	Bureau of Land Management
BMPs	Best Management Practices
C ₂ F ₆	Hexafluoroethane
C ₂ H ₆	Ethane
CAAQS	California Ambient Air Quality Standards
CalEEMod	California Emissions Estimator Model
CALGreen	California Green Building Standards
Caltrans	California Department of Transportation
CAP	Climate Action Plan
CARB	California Air Resources Board
CAT	California Clean Air Act
CBC	California Building Code
C-C/SP	Community Commercial/Specific Plan
CCAA	California Clean Air Act
CCR	California Code of Regulations
CDC	California Department of Conservation
CDFW	California Department of Fish and Wildlife
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act
CESA	California Endangered Species Act
CF ₄	Tetrafluoromethane
CFCs	Chlorofluorocarbons
CFG	California Fish and Game

CFR	Code of Federal Regulations
CGS	California Geologic Survey
CH ₄	Methane
CHP	California Highway Patrol
CNDDDB	California Natural Diversity Database
CNEL	Community Noise Equivalent Level
CNPSEI	California Native Plant Society Electronic Inventory
CO	Carbon Monoxide
CO ₂	Carbon Dioxide
CPP	Corridor Protection Program
CPUC	California Public Utilities Commission
CRHR	California Register of Historical Resources
CRWQCB	Colorado River Water Quality Control Board
CUP	Conditional Use Permit
CUPA	California Certified Unified Program Agencies
CVAG	Coachella Valley Association of Governments
CVCC	Coachella Valley Conservation Commission
CVMSHCP	Coachella Valley Multiple Species Habitat Conservation Plan
CVWD	Coachella Valley Water District
CWA	Clean Water Act
dB	Decibel
DEH	Department of Environmental Health
DPM	Diesel Particulate Matter
DTSC	California Department of Toxic Substances Control
DVD	Desert Valley Disposal Inc.
DWR	Department of Water Resources
EIC	Eastern Information Center
EIR	Environmental Impact Report
EPA	Environmental Protection Agency
EPO	Environmental Protection and Oversight
EW	East-West
FAR	Floor Area Ratio
FED	Functional Equivalent Document
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FMMP	Farmland Mapping and Monitoring Program
FTA	Federal Transit Administration
GHG	Greenhouse Gas
GIS	Geographic Information System

GWP	Global Warming Potential
HMBEP	Hazardous Materials Business Emergency Plan
HRA	Health Risk Assessment
HSC	Health and Safety Code
HWMP	Hazardous Waste Management Plan
I-10	Interstate 10
IBC	International Building Code
IFC	International Fire Code
IIC50	Impact Isolation Class 50
IPAC	Information for Planning and Consultation System
IS	Initial Study
LCFS	Low Carbon Fuel Standard
L-I	Light Industrial
LID	Low Impact Development
LOS	Level of Service
LST	Localized Significance Threshold
LST	Localized Significance Threshold
MEP	Maximum Extent Practicable
Mgd	Million Gallons per Day
MHFP	Multi-Hazard Functional Plan
MLD	Most Likely Descendant
MMTCO ₂ e	Million Metric Tons of CO ₂ Emitted
MPH	Miles per Hour
MPO	Metropolitan Planning Organization
MRZ	Mineral Resources Zone
MSWD	Mission Springs Water District
MW	Megawatts
MWD	Metropolitan Water District of Southern California
N ₂ O	Nitrous Oxides
NAASQ	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NBS	Nesting Bird Surveys
NFPA	National Fire Protection Association
NHD	National Hydrography Dataset
NO	Nitric Oxide
NO ₂	Nitrogen Dioxide
NOx	Nitrogen Oxide
NPDES	National Pollution Discharge Elimination System

NPS	National Park Service
NRCS	Natural Resources Conservation Service
NRTLs	Nationally Recognized Testing Laboratories
NS	North-South
O ₃	Ozone
OEHHA	Office of Environmental Health Hazard Assessment
OES	Office of Emergency Services
OHMS	Office of Hazardous Materials Safety
OHV	Off-Highway Vehicle
OPR	Office of Planning and Research
Pb	Lead
PCE	Passenger Car Equivalent
PFCs	Perfluorocarbons
PM	Particulate Matter
PM ₁₀	Particulate Matter
PM _{2.5}	Particulate Matter Equal to or less than 2.5 Microns in Diameter
PPB	Parts per Billion
PPM	Parts per Million
PPT	Parts per Trillion
PPV	Peak Particle Velocities
PRC	California Public Resources Code
PRF	Power and Reclamation Facility
PSUSD	Palm Springs Unified School District
PV	Photovoltaic
RCALUC	Riverside County Airport Land Use Commission
RCNM	Road Construction Noise Model
RCRA	Resource Conservation and Recovery Act
RCS/SCS	Regional Transportation/Sustainable Communities Strategy
REL	Reference Exposure Level
REMEL	Reference Energy Mean Emission Level
RHNA	Regional Housing Needs Allocation
RO	Reverse Osmosis
RTIP	Regional Transportation Improvement Plan
RTP	Regional Transportation Plan
RWQCB	Regional Water Quality Control Board
SCAG	Southern California Associations of Government
SCAQMD	South Coast Air Quality Management District
SCE	Southern California Edison

SCS	Sustainable Communities Strategy
SDS	Safety Data Sheet
SF ₆	Sulfur Hexafluoride
SH-62	State Highway 62
SIP	State Implementation Plan
SMARA	Surface Mining and Reclamation Act
SO ₂	Sulfur dioxide
SoCal Gas	Southern California Gas
SOI	Sphere-of-Influence
SO _x	Sulfur Oxide
SP	Service Populations
SPCC	Spill Prevention and Countermeasure Plan
SRA	Source Receptor Area
SSAB	Salton Sea Air Basin
SSC	Species of Special Concern
STC50	Sound Transmission Class of 50
SVP	Society of Vertebrate Paleontology
SWPPP	Stormwater Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TACs	Toxic Air Contaminants
TDS	Total Dissolved Solids
TG	Turbine Generator
TIA	Traffic Impact Analysis
UL	Underwriters Laboratories
USACE	United States Army Corps of Engineers
USDOT	US Department of Transportation
USFS	U.S. Forest Service
USFWS	U.S. Fish and Wildlife
USGS	United States Geological Survey
UST	Underground Storage Tank
VMT	Vehicle Miles Traveled
VOC	Volatile Organic Compounds
WDID	Waste Discharge Identification Number
WDR	Wastewater Discharge Requirements
WQMP	Water Quality Management Plan
WSA	Water Supply Assessment

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Chapter 1 Introduction

1.1 Overview

The DHS 109 Industrial Park Project (proposed project) is a proposed industrial park that will accommodate a combination of general light industrial, cannabis (cultivation, manufacturing, distribution, etc.), and large-scale energy/utility facilities land uses on an approximately 109-acre project site. The City of Desert Hot Springs General Plan land use and zoning designations for the project site are Light Industrial (I-L). The proposed project will require the following entitlements from the City of Desert Hot Springs (City): (1) Master Conditional Use Permit (CUP) for cannabis activities including cultivation, extraction, processing, manufacturing, distribution, and potentially sales; (2) Major CUP for the construction and operation of a power and reclamation plant to generate and distribute electricity onsite, and provide reclamation services to the project site (i.e., greywater/wastewater recovery treatment, waste heat recovery, etc.); 3) Tentative Parcel Map for the proposed project; and 4) Development Agreement to identify obligations, specific standards and conditions for the proposed project.

1.2 Authority

The City is the lead agency for the proposed project. The Desert Hot Springs City Council is the governing body for the approval of the proposed project and adoption of the Mitigated Negative Declaration. Because the proposed project involves multiple entitlements and will result in a change to the existing site, the Desert Hot Springs City Council’s consideration of the proposed project and its potential environmental effects is a discretionary action that is subject to the California Environmental Quality Act (CEQA). This Initial Study (IS) and its appendices have been prepared in accordance with CEQA (Statute), the State’s Guidelines for Implementation of CEQA (Guidelines) (as amended, 2018), and the City’s CEQA Guidelines for preparation of an IS. This IS, when combined with the Notice of Intent to Adopt a Mitigated Negative Declaration, serves as the environmental document for the proposed project pursuant to the provisions of CEQA (Public Resources Code 21000 et seq.) and the CEQA Guidelines (California Code of Regulations Section 15000, et seq.).

1.3 Scope of Environmental Review

The IS evaluates the proposed project’s potential environmental effects on the following topics:

- Aesthetics
- Agricultural Resources
- Air Quality
- Biological Resources
- Land Use/Planning
- Mineral Resources
- Noise
- Population/Housing

- Cultural Resources
- Energy
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards/Hazardous Materials
- Hydrology/Water Quality
- Public Services
- Recreation
- Transportation
- Tribal Cultural Resources
- Utilities/Service Systems
- Wildfire

1.4 Impact Assessment Terminology

The Environmental Checklist identifies impacts using four levels of significance as follows:

- No Impact. A finding of no impact is made when it is clear from the analysis that a project would not affect the environment.
- Less than significant. A finding of less than significant is made when it is clear from the analysis that a project would cause no substantial adverse change in the environment and no mitigation is required.
- Less than significant with mitigation incorporated. A finding of less than significant with mitigation incorporated is made when it is clear from the analysis that a project would cause no substantial adverse change in the environment when mitigation measures are successfully implemented by the project proponent.
- Potentially Significant. A finding of potentially significant is made when the analysis concludes that a project could have a substantially adverse impact on the environment related to one or more of the topics listed in the previous section, *Scope of the Initial Study*.

1.5 Organization of the Initial Study

The content and format of the IS meet the requirements of CEQA. The IS contains the following sections:

- Chapter 1 Introduction. This chapter provides a brief summary of the proposed project, identifies the lead agency, summarizes the purpose and scope of the IS, and identifies documents incorporated by reference.
- Chapter 2 Project Description. This chapter provides a project overview including a description of the regional location and project vicinity, including Exhibits; and provides a description of the proposed project elements, e.g., dimensions of the proposed project, and identifies other agencies that may have permitting authority over the proposed project.
- Chapter 3 Environmental Evaluation. This chapter provides a copy of the City's Environmental Checklist and responses to each question posed in the checklist. This chapter also provides a brief description of the sources used to evaluate the proposed project, a brief description of

the existing conditions for each topic and an analysis of potential environmental impacts. Mitigation measures are also identified where necessary.

- Chapter 4 List of Preparers. This chapter identifies City staff and consultants who were responsible for the preparation of the IS and implementation of the proposed project.
- Chapter 5 References. This chapter lists all reports used, websites accessed, and persons consulted to prepare the IS.

1.6 Documents Incorporated by Reference

As allowed by CEQA Guidelines Section 15150, a Mitigated Negative Declaration may incorporate by reference all or portions of another document that is generally available to the public. The document used must be available for public review for interested parties to access during public review of the IS and Notice of Intent to Adopt a Mitigated Negative Declaration for the project. The following documents are incorporated by reference.

- City of Desert Hot Springs Comprehensive General Plan, Adopted September 5, 2000

These documents are also available for review at the City of Desert Hot Springs, 11-999, Desert Hot Springs, CA, 92240. Technical reports for the proposed project are included as appendices to this IS. The list of documents incorporated by reference are located on the City's website at: <https://www.cityofdhs.org/planning-documents>.

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Chapter 2 Project Description

2.1 Project Location

The DHS 109 Industrial Park (proposed project) would be developed in the City, located on the westerly end of the Coachella Valley in Riverside County, California. Exhibit 2-1, *Regional Location*, shows the project site within the north central portion of the Coachella Valley Region. Exhibit 2-2, *Project Vicinity*, shows the project site bounded to the west by Mission Creek Wash, to the north by 15th Avenue, to the south by 16th Avenue, and to the west by Atlantic Avenue.

The project site is located in Section 1, Township 3 South, Range 4 East of the Desert Hot Springs Quad. It is further defined as being located at Latitude 33°56'09.8"N and Longitude 116°31'17.3"W; at the approximate geographic center of the project site. The project site encompasses Assessor's Parcel Numbers (APN) 665-080-005, 665-080-007, and 665-050-028.

The project site is irregular in shape. Open desert surrounds the project site on three sides, and Mission Creek Wash is adjacent along the westerly side of the project site as mentioned above. Topographically, the project site is gently sloping, with an approximately sixty-foot- differential in elevation between the northern and southern project site boundaries. Currently, the project site is vacant. The ground surface is covered with scattered brush, ruderal vegetation, and debris. An existing Southern California Edison (SCE) easement is present on the project site, which includes existing overhead electrical utilities which transect the project site from west to east near the southern project site boundary. Exhibit 2-3, *Photo Location Map and Site Photos*, illustrates the existing conditions of the project site. The nearest sensitive receptor (relative to air quality emissions and noise) is a residential home, which is located approximately 0.05 mile (approximately 270 feet) to the southeast of the project site. As it relates to air quality, the South Coast Air Quality Management District (SCAQMD) defines a "sensitive receptor" as a land use such as residences, schools, childcare centers, athletic facilities, playgrounds, retirement homes and convalescent homes. Additionally, as it relates to potential noise impacts, the State of California defines sensitive receptors as those land uses that require serenity or are otherwise adversely affected by noise events or conditions. Schools, libraries, churches, hospitals, and residential uses make up a majority of these areas.

2.2 General Plan and Zoning Designation

Desert Hot Springs employs a "single map" system of land uses. This means that the City's General Plan land use designations are the same as its Zoning Districts. The City's General Plan land use and zoning designations for the project site are Light Industrial (L-I).

3 ENVIRONMENTAL EVALUATION

Due to an increased demand for cannabis products, municipalities throughout the State of California have expanded permitting of regulated cultivation, processing, and manufacturing of cannabis. As a response to this increased demand and permitting, the applicant desires to include the development and construction of structures to facilitate the cultivation and manufacturing of cannabis.

The undeveloped open desert areas to the north, east, and south of the project site are also designated L-I. The Mission Creek Wash, which runs along the western project site boundary, is designated Floodway (OS/FW) and the property west of the wash is designate Community Commercial/Specific Plan (C-C/SP). Exhibit 2-4, *General Plan Land Use and Zoning Designations*, illustrates the General Plan land use designations for the project site and surrounding properties.

2.3 Project Description

DHS 109 Properties, LLC (Applicant) is proposing to develop an approximately 109-acre industrial park consisting of 57 condo lots that will accommodate a combination of general light industrial, cannabis (cultivation, manufacturing, distribution, etc.), and large-scale energy/utility facilities land uses on approximately 109 acres. The proposed project will include 236,180 square feet of general light industrial uses, 761,770 square feet of industrial park (cannabis activity), and 286,230 square feet for large-scale energy/utility uses (power and reclamation facility) for a total of 1,284,180 square feet on approximately 29.48 acres. The northwestern most portion the project site (approximately 4.5 acres) will remain undeveloped. The proposed project will include 4 retention basins, totaling 4.28 acres. As shown in Exhibit 2-5, *Proposed Site Plan*, the remainder of the project site will be developed with a roadway system with approximately 2,879 parking stalls provided, including 38 American's Disabilities Act (ADA) parking stalls for a total of approximately 70.74 acres. Furthermore, the proposed project will include carports to provide adequate shade cover for onsite parking. Proposed carports will also be designed for installation and operation of photovoltaic (PV) panels to provide onsite electricity. Exhibit 2-5 shows the layout of all the proposed project components that are described in more detail below.

Proposed Project Components

General Light Industrial Uses & Industrial Park (Cannabis Activity)

As shown in Exhibit 2-5, numbered condo lots 1 through 55 will be developed with modular industrial buildings. Two different modular buildings will be used. Exhibit 2-6, *Building Elevations*, shows the proposed development of each modular building type.

Building Type A will encompass a single numbered lot. Lots developed with Building Type A will include a 23,210 square-foot structure.

Building Type B will encompass four numbered lots. Lots developed with Building Type B will include a 95,410 square-foot structure.

3 ENVIRONMENTAL EVALUATION

Construction and operation of the proposed modular industrial buildings will follow an approach to use natural “energy reduction” by design that will incorporate the latest proven technology in:

- Building envelope design with a combination of shading, insulation and high-performance coating materials;
- Water service, purification and treatment design that would use a dual waste system for both solid and liquid waste, the “brown water” and condensate harvesting would be collected, treated and reused in the “non-potable” water systems;
- Building heating and cooling systems would use a combination of absorption and vapor compression equipment for both process and space cooling and Liquid-to-Liquid “Heat Exchangers” for process and space heating;
- Lighting and illumination design would use a combination of natural and LED lighting technology coupled with digital control systems; and
- Building automation systems design would use load monitoring and shedding technology to optimize power generation and minimize power demand through AI software “Smart” technology that identifies and optimizes energy use patterns.

Power and Reclamation Facility

As shown in Exhibit 2-7, *Proposed Power and Reclamation Facility*, the proposed project will include a power and reclamation facility (PRF) that includes a combination of alternative energy source design features that will provide energy and reclamation services to the project site. Lots 28-31, 32-35, and 47-50 located on the frontage of Atlantic Avenue encompass three Type B buildings that will be decimated for construction and operation of the PRF. As shown in Exhibit 2-8, *Proposed Power and Reclamation Facility – Cross Sections*, each building utilized for the PRF proposes a maximum height of 55 feet to compensate for the proposed exhaust columns (i.e., boilers). The proposed PRF buildings are the farthest buildings located away from Little Morongo Road and the proposed parapets would obscure views of the exhaust columns of the PRF. The Applicant is requesting for an administrative height variance for all dedicated buildings for the proposed PRF for an addition of up to five (5) feet for purposes of allowing sufficient operational height for PRF features such as the proposed cooling towers. Lack of provision of the requested five (5) feet would affect operational capability of the proposed PRF and prevent for alternative energy production and reclamation capabilities.

The PRF will use a combination natural gas fired turbines and reciprocal engines, while the proposed project’s peak power generation will be done through a combination of thermal and PV solar arrays coupled with battery and thermal energy storage systems. The PRF will also include chilled water and heating water loops to use the waste heat from the onsite power generation to provide heating and air conditioning through the use of absorption chilling for process and space cooling and heat transfer fluid to water heat-exchangers for space and process. In tandem with the solar panel carports, the PRF is anticipated to produce more energy than is needed for the proposed project.

3 ENVIRONMENTAL EVALUATION

The PRF will meet utility level reliability in operation and comply with all applicable building code and regulatory requirements. The PRF will meet an N+1 equipment environment that ensures that the PRF's systems remain available and operational in the event of component(s) failure. Furthermore, the PRF would operate as a semi closed-loop facility through utilization of reclaimed waste products (i.e., exhaust gases, green waste, wastewater, etc.) derived from onsite operations (i.e., cannabis cultivation) and operations within the PRF itself. The reclaimed waste products will serve as feedstocks for the various power and reclamation systems of the PRF.

The power and reclamation facility will provide the following power and reclamation services:

Electrical Power Generation

Within the PRF, natural gas fired turbine generators would be used as the source of electrical power generation for the proposed project. Natural gas fired turbine generators are proposed to be built in phases concurrent with the proposed phasing of the proposed project buildings. The overall production capacity of the natural gas fired turbines at proposed project build-out would be 60 megawatts (MW). The proposed phased development (discussed below) of the natural gas fired turbine generators would be the following:

- Phase 1 = 20 MW Production Capacity
- Phase 2 = 20 MW Production Capacity
- Phase 3 = 10 MW Production Capacity
- Phase 4 = 10 MW Production Capacity

The natural gas fired turbine generators would be designed to provide local export of excess power to neighboring uses if an agreement between the Applicant, City and the local energy purveyor is established at a future time. Nonetheless, for purposes of analysis within this IS, the natural gas fired turbine generators would not be exporting any excess power to neighboring uses. Appendix E of the Air Quality, GHG and HRA Impact Analysis (Appendix B), includes calculations provide the total annual power consumption in kWh for the project split between cultivation and light industrial use as well as the total for the entire project; the GHG emissions from the power plant for each of the four phases of the project as well as the entire project; and the annual solar production in kWh for both the total project and split for each of the four phases.

Waste Heat Recovery (Steam and Hot Water Systems)

Waste heat recovery, of the PRF, would utilize exhaust gases from the natural gas fired turbine generators to provide an opportunity to extract further low-level heat in order to allow for either the generation of low pressure steam, generation of hot water, or any combination of the two. Conversion of exhaust gases into low-level heat can allow for generation of electricity and direct chilled water. Electricity generation would use Organic Rankine Cycle generators for bottoming power cycle to generate power that can be used to drive mechanical chillers/refrigeration systems. Direct

3 ENVIRONMENTAL EVALUATION

chilled water would utilize lower pressure steam or hot water (or any combination of the two) to run absorption chillers to produce chilled water for sale to agricultural users within the industrial park.

Chilled Water

Chilled water would be produced within the PRF and be used for management of the grow room temperature and humidity within each modular industrial building.

Generation of chilled water requires the installation of cooling water towers within the PRF to address final disposition of lowest level of waste heat. Cooling water towers will require significant water and power to operate, however, are more efficient relative to multiple smaller chilling systems which would otherwise be installed within each proposed industrial modular building. Sizing of the cooling towers will be determined at final design of the proposed project.

Pure (Reverse Osmosis) Quality Water

The PRF would include a reverse osmosis (RO) water treatment system to upgrade municipal water and recycled (grey) water to high standards which allows distribution for use by potential agricultural tenants within the proposed project. The RO water treatment system would facilitate management of wastewater and associated compliance with discharge permits. Additionally, the RO water treatment system would provide an agricultural feed of high-quality water to agricultural tenants of the proposed project to reduce crop failure issues.

Fire Water System

The PRF would include a fire water system to serve the entire project site in order to meet the regulatory requirements for the proposed project. It is anticipated that the sizing of the distribution mains will need to address future build-out of the proposed project.

Grey/Wastewater Recovery Treatment

The PRF will include grey/wastewater recovery treatment to reclaim onsite wastewater generated in office buildings from sinks, baths, washing machines, etc. Grey/wastewater is anticipated to be available from the following onsite sources:

- Byproduct of humidity control (water of plant respiration);
- Collection of process drains (wash down water, etc.) from both utility and proposed building systems;
- Recycling of process and dilution water used in the Bio-Digestion system(s) of the PRF; and
- Cooling Tower.

Water Distribution

The PRF will have the capability to serve as a point of distribution of potable water for domestic uses only to the proposed buildings.

3 ENVIRONMENTAL EVALUATION

Carbon Dioxide gas – Generation and Distribution

Carbon dioxide (CO₂) gas is used to enrich the growing atmosphere of the crops to improve productivity of the plants. Capture of carbon dioxide is anticipated to be captured from the cooled exhaust gases of the natural gas fired turbine generators. Several technologies exist for capture and will be evaluated for best economic value versus the production need prior to final design.

Agricultural Waste Management

The PRF will include a Bio-Digester system to facilitate capture and management of agricultural waste produced onsite. Agricultural waste from the production facilities must be cataloged and disposed of via a tracking system to a licensed landfill facility in the State. Several landfill facilities are operating in the greater Los Angeles area. Provision of onsite waste management services via installation of a licensed agricultural waste disposal system (Bio-Digester system) would benefit potential tenants of the proposed project through minimization of the risk of transfer of agricultural waste, greenhouse gas (GHG) emissions of routine transport trips to a licensed landfill facility, and overall cost of such routine waste transport.

The Bio-Digester system would require input of low-level heat and could utilize the recovered waste low-level waste heat mentioned above.

Project Phasing

The proposed project would be developed in four phases. The construction phase areas are illustrated in Exhibit 2-9, *Proposed Phasing Plan*. The proposed project is anticipated to start construction of Phase 1 no sooner than July 2021 and being completed by mid-December 2023. Phase 2 is anticipated to start construction no sooner than October 2021 and being completed by mid-November 2023. Phase 3 is anticipated to start no sooner than October 2023 and being completed by the beginning of October 2025. Phase 4 is anticipated to start construction no sooner than October 2025 and being completed by the beginning of October 2027. Phase 1 is expected to be operational in 2021, Phase 2 in 2023, Phase 3 in 2025, and Phase 4 in 2027. Further detail for each construction phase is described below:

Phase 1 construction activities are anticipated to include: grading of approximately 39.27 acres; construction of 303,062 square feet of industrial park uses (cannabis activity), 53,440 square feet of light industrial uses; approximately 0.68 acres of basins; approximately 10.79 acres of landscaping; 71,557.5 square feet of power and reclamation plant; and with paving of the Phase 1 site to be approximately 19.25 acres for parking lots, onsite roadways and architectural coatings.

Phase 2 construction activities are anticipated to include: grading of approximately 29.56 acres; construction of 257,394 square feet of industrial park uses (cannabis activity); 99,108 square feet of light industrial uses; approximately 2.61 acres of basins; approximately 7.21 acres of landscaping; 71,557.5 square feet acres of power and reclamation plant; and with paving of approximately of the

3 ENVIRONMENTAL EVALUATION

Phase 2 site to be approximately 14.31 acres for parking lots, onsite roadways and architectural coatings.

Phase 3 construction activities are anticipated to include: grading of approximately 15.98 acres; construction of 100,657 square feet of industrial park uses (cannabis activity); 41,816 square feet of light industrial uses; approximately 2.75 acres of landscaping; 71,557.5 square feet of power and reclamation plant; and with paving of the Phase 3 site to be approximately 6.92 acres for parking lots, onsite roadways and architectural coatings.

Phase 4 construction activities are anticipated to include: grading of approximately 19.69 acres; construction of 100,657 square feet of industrial park uses (cannabis activity); 41,816 square feet of light industrial uses; approximately 2.40 acres of basins; approximately 4.91 acres of landscaping; 71,557.5 square feet of power and reclamation plant; with paving of the Phase 4 site to be approximately 8.88 acres for parking lots, onsite roadways and architectural coatings.

Phase	Phase Construction Activities	Construction Start Date	Construction End Date
Phase 1	<ul style="list-style-type: none"> • Grading of approximately 39.27 acres • Construction of: <ul style="list-style-type: none"> ○ 303,062 SF industrial park; ○ 53,440 SF light industrial uses; ○ 0.68 acres of basins; ○ 10.79 acres of landscaping; ○ 71,557.5 SF of power and reclamation plant. 	July 2021	Mid-December 2023
Phase 2	<ul style="list-style-type: none"> • Grading of approximately 25.56 acres • Construction of: <ul style="list-style-type: none"> ○ 257,394 SF of industrial park uses; ○ 99,108 square feet of light industrial uses; ○ 2.61 acres of basins; ○ 7.21 acres of landscaping; ○ 71,557.5 SF acres of power and reclamation plant. 	October 21	Mid-November 2023
Phase 3	<ul style="list-style-type: none"> • Grading of approximately 15.98 acres • Construction of: <ul style="list-style-type: none"> ○ 100,657 SF of industrial park uses; ○ 41,816 SF of light industrial uses; ○ 2.75 acres of landscaping; ○ 71,557.5 SF of power and reclamation plant. 	October 2023	October 2025
Phase 4	<ul style="list-style-type: none"> • Grading of approximately 19.69 acres • Construction of: <ul style="list-style-type: none"> ○ 100,657 SF of industrial park uses ○ 41,816 square feet of light industrial uses; ○ 2.40 acres of basins; ○ 4.91 acres of landscaping; ○ 71,557.5 SF of power and reclamation plan. 	October 2025	October 2027

3 ENVIRONMENTAL EVALUATION

Employment

At buildout, the proposed project is anticipated to employ a maximum of 888 employees that encompasses all proposed uses including cannabis-related, light industrial and PRF land uses.

Conceptual Circulation

As shown in Exhibit 2-5, primary access to the project site will be provided from Little Morongo Road and 15th Avenue on the northern boundary of the property. The proposed project would provide a secondary emergency-only access to the south of project site to Atlantic Avenue. Atlantic Avenue is a dirt road that runs north-south along the eastern property boundary. Development of the proposed project will include ultimate half-width improvements on 15th Avenue from Atlantic Avenue to Little Morongo Road and Atlantic Avenue from 16th Avenue to 15th Avenue, including landscaping and parkway improvements in conjunction with development per City's standards. Furthermore, the proposed project would install a traffic signal at the intersection of Little Morongo Road and 15th Street. All roadway design, traffic signing and striping, and traffic control improvements relating to the proposed project would be constructed in accordance with applicable engineering standards and to the satisfaction of the City.

Six roadways are proposed to be developed within the project site. Street "A", Street "B" and Street "F" run in a north-south direction, providing primary and emergency access to the project site. Primary, guarded access will be provided at 15th Avenue and Street "F". The remainder of onsite streets (Streets "C", "D" and "E") will be oriented east-west, connecting the north-south streets. The proposed circulation provides easy access to all lots within the project site. Onsite traffic signing and striping plans will be submitted for City approval in conjunction with detailed construction plans for the proposed project.

Conceptual Electric

Electricity for the project site will be provided by the proposed PRF which will meet all Building Code and applicable regulatory requirements. The PRF will consist of natural gas fired turbine generator (TG) sets to provide an estimated total of 60 MW at ultimate build-out of the proposed project. Construction and operation of the proposed TG sets for electrical generation will be consistent with the Construction Phasing Plan described above. As shown in Table 1, *Phased Power Capacity*, the proposed project is anticipated to provide the following electrical production capacity following completion of each respective construction phase and when proposed buildings, respective of phase, become operational:

3 ENVIRONMENTAL EVALUATION

Table 1 Phased Power Capacity

Phase	Electrical Production Capacity
1	20 MW
2	20 MW
3	10 MW
4	10 MW

Conceptual Drainage

Onsite drainage will be controlled by four retention basins proposed on the south and west side of the project site. The 2.54-acre basin in the southeast corner of the project site, Basin “A”, is the largest proposed on the project site and is anticipated to have the capacity to capture onsite drainage. The additional basins on the west side of the property include an additional 3.38 acres of retention basins for the project site.

Incoming stormwater flows offsite currently come from the north and sheet flow across the site. Improvements to 15th Avenue will include curb and gutter that will direct incoming flows north of the project site along 15th Avenue to curb inlets at the 15th Avenue/Street “A” intersection. Stormwater flows entering curb inlets will be directed west through pipes under the project site that will ultimately discharge into the Mission Creek Wash, bypassing the project site.

Conceptual Sewer

Sewer service will be supplied to the proposed project by the Mission Springs Water District (MSWD). The applicant is coordinating with MSWD to establish a potential connection to an existing force line at the intersection of Little Morongo Road and Dillon Road. Prior to construction of the proposed project, the Applicant will work with MSWD to establish a sewer connection for sewer services to ultimately convey proposed wastewater flows to MSWD’s Proposed West Valley Water Reclamation Facility (WVWRF) located on Little Morongo Road and between 19th and 20th Avenue. Per the *West Valley Water Reclamation Program Draft Environmental Impact Report* prepared by MSWD, the WVWRF is anticipated to have the capacity to accept the proposed project’s wastewater flows. See Section 3.19, *Utilities and Services* below for further discussion of proposed sewer services.

Conceptual Water

The proposed project will tie into existing water lines that are located along Little Morongo Road west of the project site and on 16th Avenue.

Conceptual Natural Gas

Domestic natural gas will be supplied by Southern California Gas Company (SoCal Gas). The nearest gas line is located south of the project site along Dillon Road. Prior to construction of the proposed

3 ENVIRONMENTAL EVALUATION

project, the Applicant will work with SoCal Gas to establish a natural gas connection for the proposed project.

2.4 Actions and Approvals

The City has primary authority for the approval and supervision of the proposed project. As such, the City is the Lead Agency for the proposed project, pursuant to CEQA. This Initial Study/Mitigated Negative Declaration is intended to serve as the CEQA compliance document for any necessary approvals by the Lead Agency and other agencies, including, but not limited to the following:

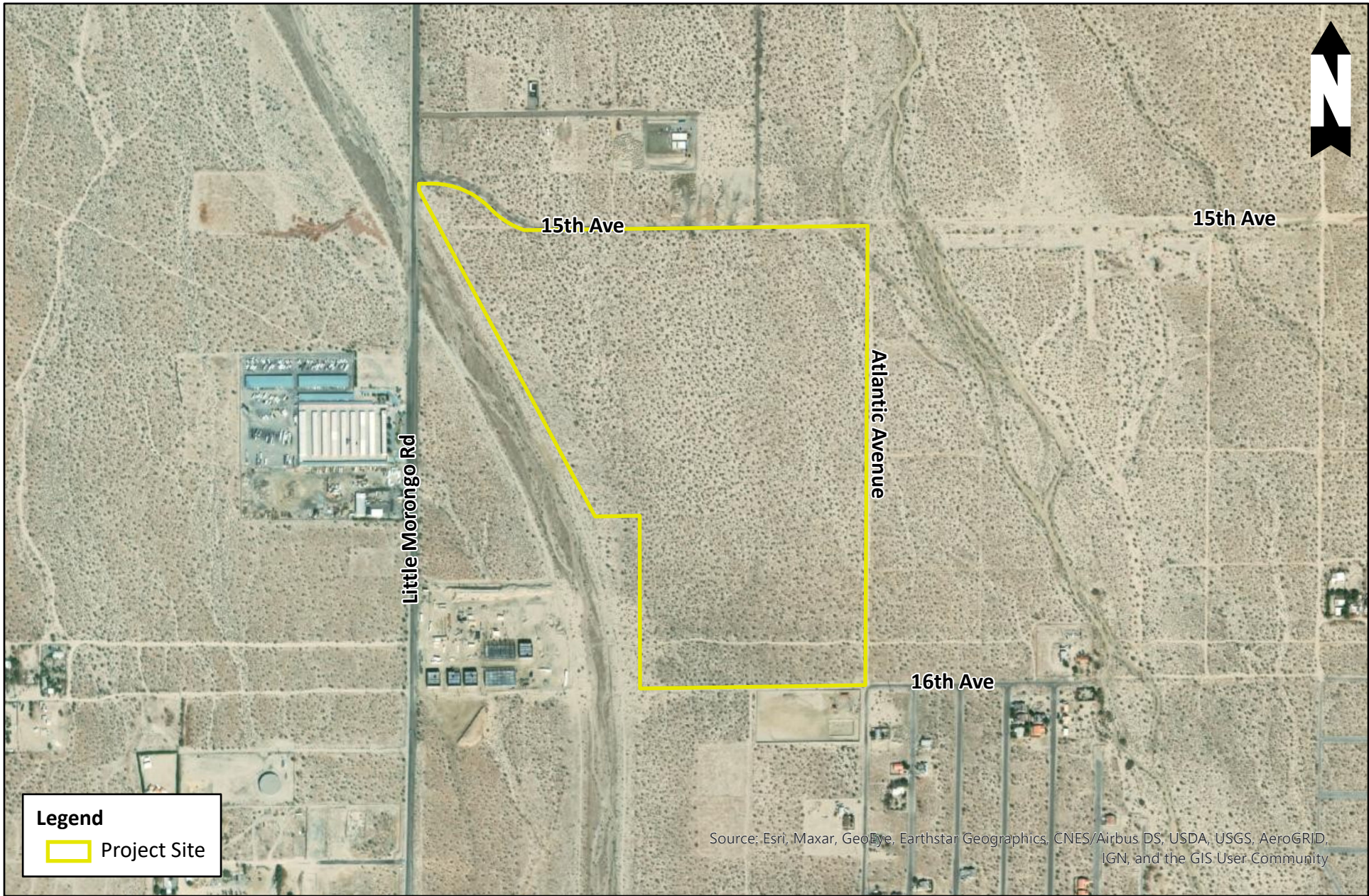
- **City of Desert Hot Springs**
 - Conditional Use Permit for Cannabis Uses
 - Conditional Use Permit Major for Power and Reclamation Facility
 - Tentative Parcel Map
 - Development Agreement

Public Agencies Whose Approval is Required:

Agency	Permit/Approval Required
FEDERAL	
None	N/A
STATE	
State Water Resources Control Board	Construction Storm-water General Permit Notice of Intent to Comply with Section 402 of the Clean Water Act Construction Storm-water Pollution Prevention Plan (SWPPP)
REGIONAL	
South Coast Air Quality Management District (SCAQMD)	PM-10 Plan for compliance with Rule 403.1, Dust Control in the Coachella Valley
Regional Water Quality Control Board	Water Quality Management Plan
LOCAL	
County of Riverside Fire Department	Hazardous Materials Business Plan Approval



1 IN = 3 MI



1 IN = 0.15 MI



1 IN = 0.1 MI

Point 1
Facing Southeast



Point 2
Facing North



Point 3
Facing Southeast





Point 7
Facing West

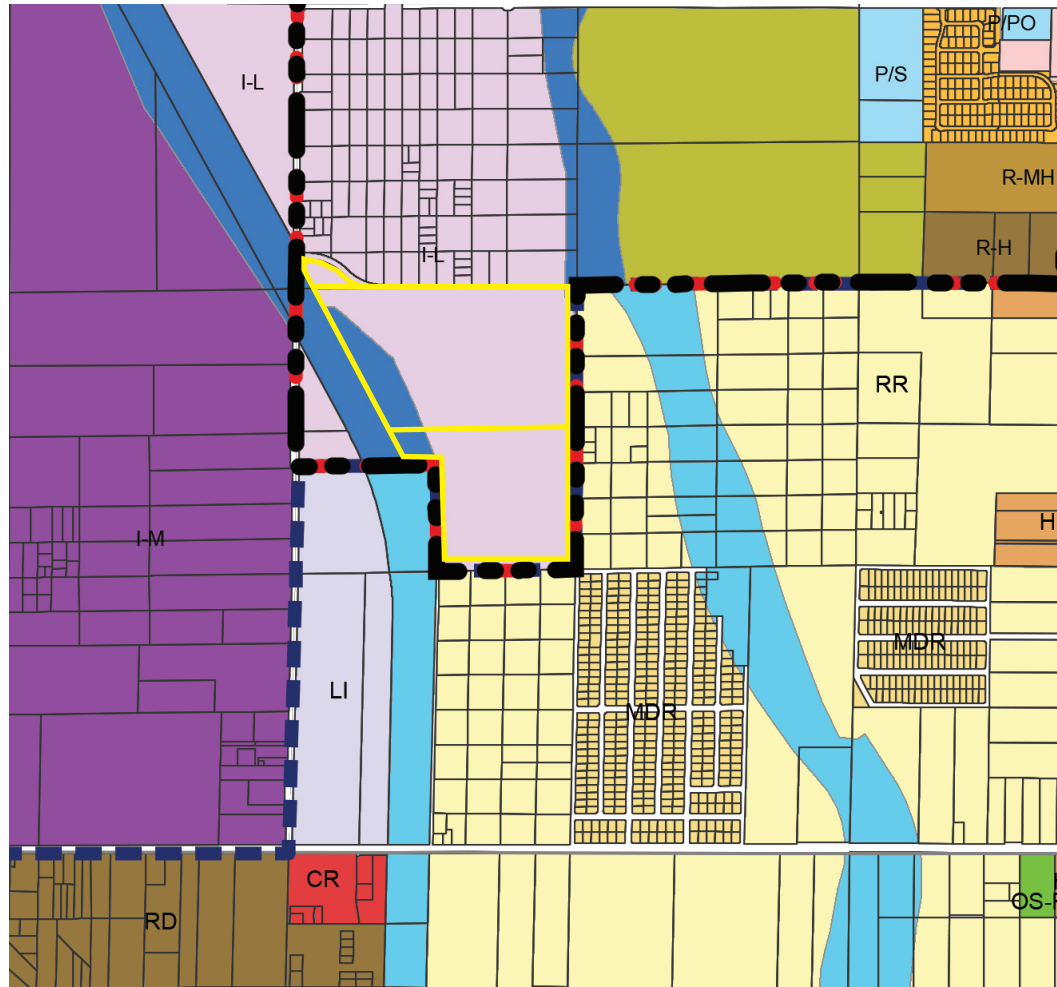


Point 8
Facing South



Point 9
Facing East





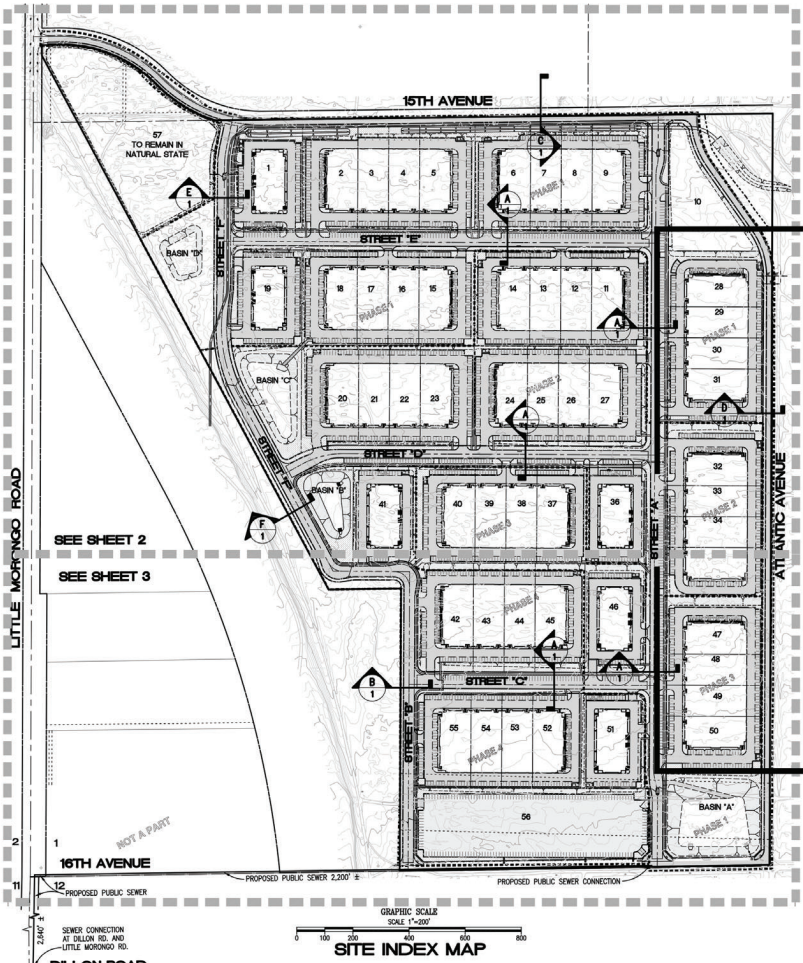
- OS/FW Floodways
- I-M Medium Industrial
- OS-W Open Space-Water
- RR Rural Residential
- R-L Residential Low Density (0-5 du/ac)
- CR Commercial Retail
- RD Rural Desert
- LI Light Industrial
- R-M Residential Medium Density (0-8 du/ac)
- OS-R Open Space-Recreation
- HDR High Density Residential
- P/S School
- R-MH Residential Mobile Home (0-10 du/ac)
- R-H Residential High Density (0-14 du/ac)
- I-L Light Industrial
- MDR Medium Density Residential
- P/PO Post Office

- Legend**
- City Boundaries
 - Sphere of Influence
 - Project Site

Source: City of Desert Hot Springs, 2017

PROPOSED SITE PLAN

BEING A PORTION OF THE SOUTH ONE-HALF OF THE NORTHEAST ONE QUARTER OF SECTION 14, T5S, R7E, BEING FURTHER DESCRIBED AS A PORTION OF THE REMAINDER PARCEL OF TRACT NO. 26565-1, AS PER PLAT FILED IN MAP BOOK 316, PAGES 86 THROUGH 89, INCLUSIVE, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA



DATA TABLE

Building Type	Number of Buildings	Individual Building Area	Total Building Area
Building A	6	23,210	139,260
Building B	12	95,410	1,144,920
Total	18	118,620	1,284,180

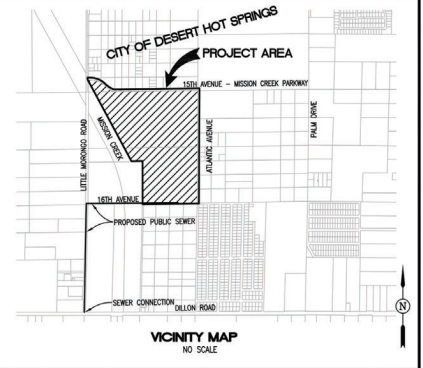
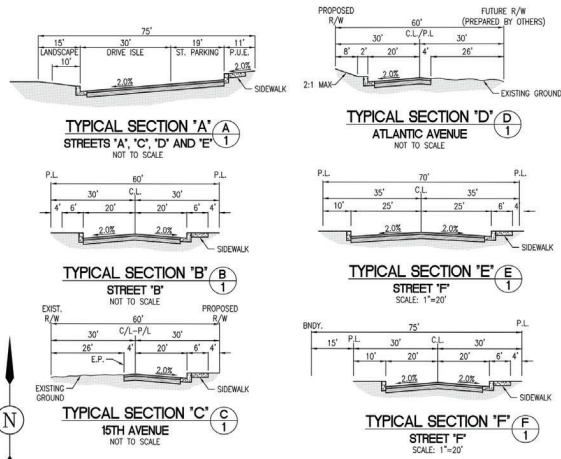
Lot Coverage Ratio	Building Area SF	Lot Area SF	% Coverage
Phase 1	428,060	1,792,375	23.88
Phase 2	428,060	1,338,436	31.98
Phase 3	214,030	584,056	37.94
Phase 4	214,030	846,273	25.29
Total	1,284,180	4,941,140	28.28

Parking Ratio	Parking Required	Parking Provided
1/750	1,713	2,679

Phase	Hardscape (acres)
Phase 1	19.25
Phase 2	14.31
Phase 3	6.92
Phase 4	8.88
Total	49.36

Phase	Landscaping (acres)
Phase 1	10.79
Phase 2	7.21
Phase 3	2.75
Phase 4	4.91
Total	25.66

Project Area	Gross (acres)	Net (acres)
	109.02	104.5



APPLICANT/DEVELOPER/OWNER
 DHS 109 PROPERTIES
 333 NORTH PALM CANYON DRIVE, SUITE NO.109
 PALM SPRINGS, CA 92282
 CONTACT: SHAILI WEDZMAN
 PHONE: 760 799-0361

ENGINEER/APPLICANT'S REP.
 THE ALTUM GROUP
 72-140 MANRESA FALLS DRIVE, SUITE 1
 RANCHO MIRAGE, CA 92270
 TEL:(760) 346-4750
 FAX:(760) 340-0089
 CONTACT: RICH MALACOFF, P.E.
 RICH.MALACOFF@THEALTUMGROUP.COM

TOPOGRAPHY SOURCE
 ADDRESS: HARRIS
 29970 TECHNOLOGY DRIVE, SUITE 220-C
 MURBETA, CA 92563
 (619) 696-5020
 DATE FLOWN: APRIL 15, 2014
 #IN#0414-026

AFN
 665-050-028
 665-060-025
 665-080-007

SERVICES
 POWER/ELECTRICITY ON-SITE POWER PLAN
 GAS: THE GAS COMPANY
 PHONE 909-335-1715
 WATER AND SEWER: MESSON SPRINGS WATER DISTRICT
 PHONE 760-329-6448

VERIZON
 PHONE 760-864-1715
 TIME WARNER CABLE
 PHONE 760-340-1312

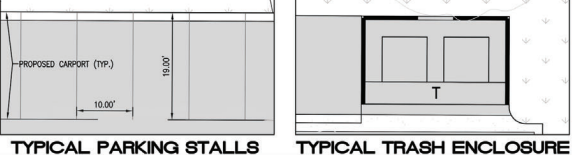
GENERAL PLAN/ZONING
 EXISTING: I-1, LIGHT INDUSTRIAL

LAND USE
 EXISTING: VACANT
 PROPOSED: LIGHT INDUSTRIAL
 TOTAL ACREAGE = 109.94

PHASE 1 - 39.4
 PHASE 2 - 30.7
 PHASE 3 - 12.9
 PHASE 4 - 19.4
 LOT 57 - 7.54

LEGEND

—	PROJECT BOUNDARY	FG	FINISH GRADE
—	CENTERLINE OF STREET	TW	TOP OF WALL
—	RIGHT OF WAY LINE	(TRW)	TOP OF RETAINING WALL
—	EASEMENT LINE	TF	TOP OF FOOTING
—	100 YEAR FLOOD ZONE LIMIT	TP	TOP OF PAVEMENT
---	EXISTING OVERHEAD ELECTRIC	FF	FINISH FLOOR
---	EXISTING DOMESTIC WATER PIPELINE	PAFD	PAID ELEVATION
---	EXISTING TELEPHONE LINE	FS	FINISH SURFACE
---	EXISTING GAS LINE	INV	INVERT ELEVATION
---	EXISTING SEWER LINE	CD	CLEAROUT
---	EXISTING STORM DRAIN LINE	(355.0FG)	EXISTING GRADE
---	EXISTING CABLE TV	P.A.	PLANTER AREA
---	EXISTING CONTOURS	FDC	FIRE DEPT. CONNECTION
---	EXISTING CONTOURS	PV	POST INDICATOR VALVE
---	EXISTING CONTOURS	FH	FIRE HYDRANT
---	PHASE LINE	FL	FLOWLINE
---	PROPOSED 12 INCH WATER LINE	HP	HIGHPOINT
---	PROPOSED 8 INCH SEWER LINE	LP	LOWPOINT
---	PROPOSED STORM DRAIN LINE	TOP	TOP OF PIPE
---	PROPOSED A.C. PAVEMENT	BOT	BOTTOM OF PIPE
---		WH	WHAHOLE
---		LP	LP OF GUTTER
---		TG	TOP OF GRATE
---		RM	RISE OF MANHOLE
---		GB	GRADE BREAK
---		T	TRASH ENCLOSURE



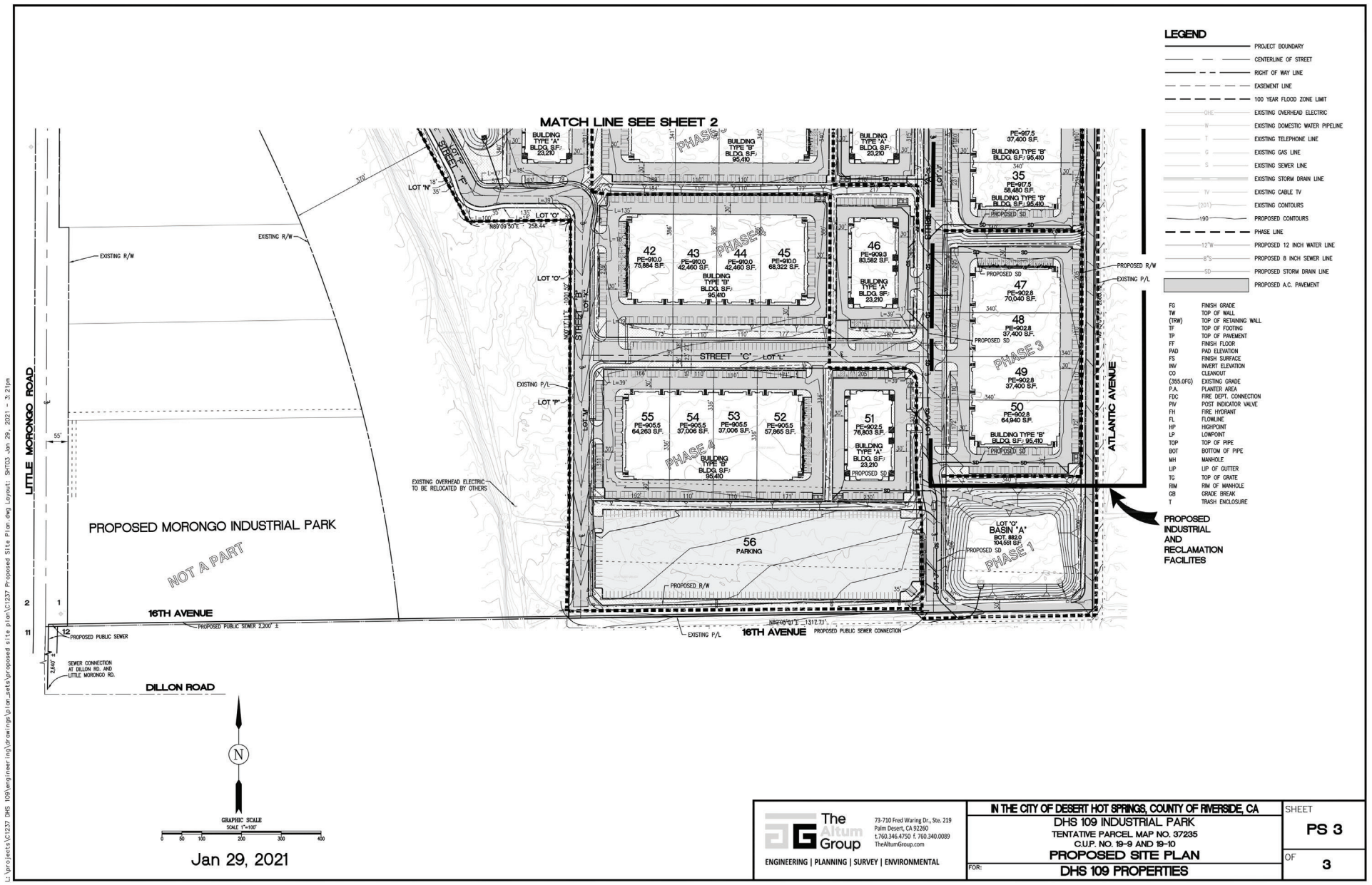
Jan 29, 2021

The Altum Group
 73-710 Fred Harting Dr., Ste. 219
 Palm Desert, CA 92260
 1.760.346.4750 | 1.760.340.0089
 TheAltumGroup.com
 ENGINEERING | PLANNING | SURVEY | ENVIRONMENTAL

IN THE CITY OF DESERT HOT SPRINGS, COUNTY OF RIVERSIDE, CA
DHS 109 INDUSTRIAL PARK
 TENTATIVE PARCEL MAP NO. 37235
 C.U.P. NO. 19-9 AND 19-10
TITLE SHEET
 FOR: **DHS 109 PROPERTIES**


SHEET	PS 1
OF	3

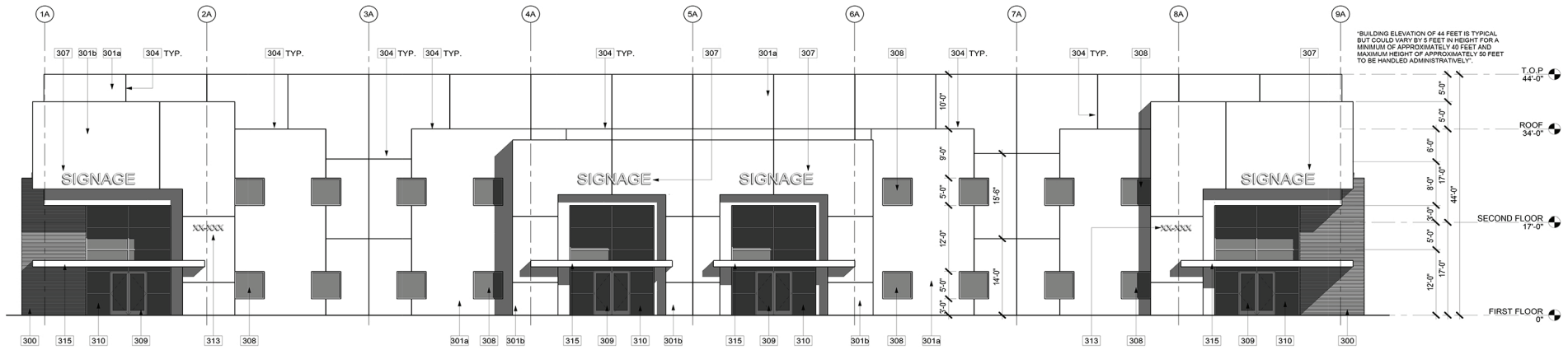
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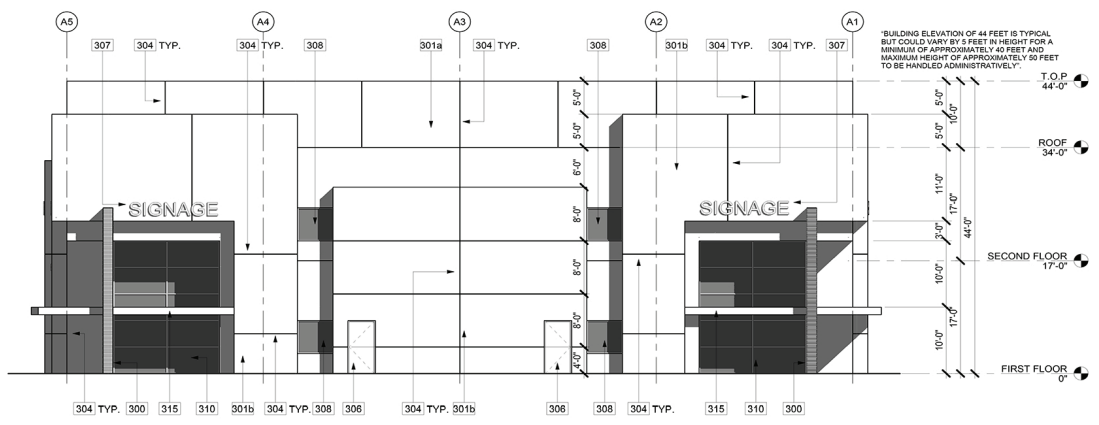
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Jan 29, 2021

 73-710 Fred Waring Dr., Ste. 219 Palm Desert, CA 92260 1.760.346.4750 7.760.340.0089 TheAltumGroup.com	IN THE CITY OF DESERT HOT SPRINGS, COUNTY OF RIVERSIDE, CA		SHEET
	DHS 109 INDUSTRIAL PARK TENTATIVE PARCEL MAP NO. 37235 C.U.P. NO. 19-9 AND 19-10 PROPOSED SITE PLAN		PS 3
	FOR: DHS 109 PROPERTIES		OF 3



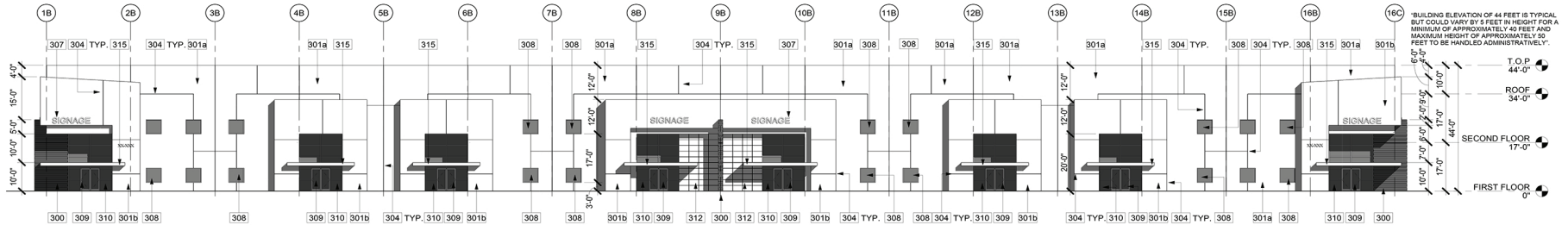
2 BUILDING A SOUTH ELEVATION
1/8" = 1'-0"



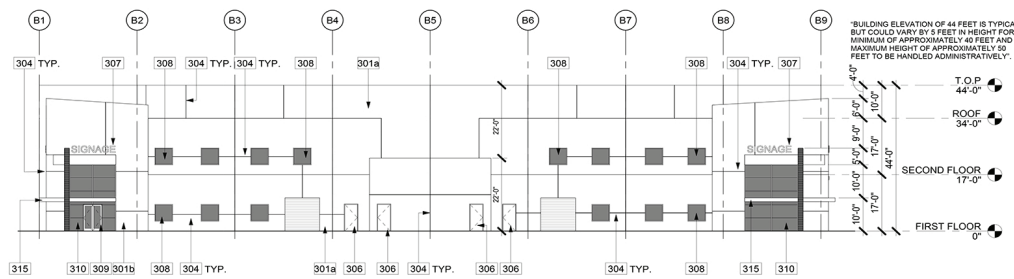
1 BUILDING A EAST ELEVATION
1/8" = 1'-0"

KEYNOTES	
NO.	DESCRIPTION
300	CORRUGATED CONCRETE TILT UP
301a	CONCRETE TILT UP, SEE COLOR BOARD FOR COLOR
301b	METAL STUD WALL WITH PLASTER AND LATHE FINISH, SEE COLOR BOARD FOR COLOR
304	CONTROL JOINT
306	INSULATED HOLLOW DOOR, COLOR TO MATCH ADJACENT SURFACE
307	TENANT SIGNAGE AND LOGO, TBD
308	FIXED GLAZING, FRAME COLOR: NATURAL ANODIZED ALUMINUM
309	STOREFRONT DOOR
310	STOREFRONT GLAZING SYSTEM
312	STONE TILE, TBD
313	ADDRESS NUMBERS AS REQUIRED
315	STEEL TRELLIS, SEE COLOR BOARD FOR COLOR
316	10 X 10 OVERHEAD GARAGE DOOR, COLOR TO MATCH ADJACENT SURFACE

Source: Prest-Vuksic-Greenwood Architects



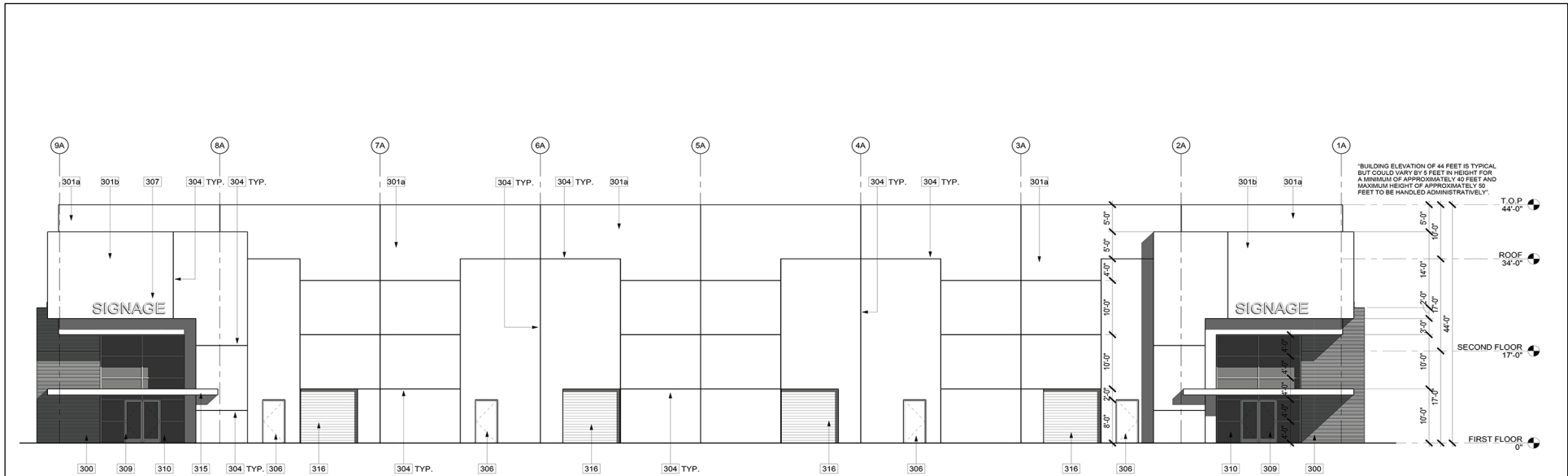
1 BUILDING B SOUTH ELEVATION
1/16" = 1'-0"



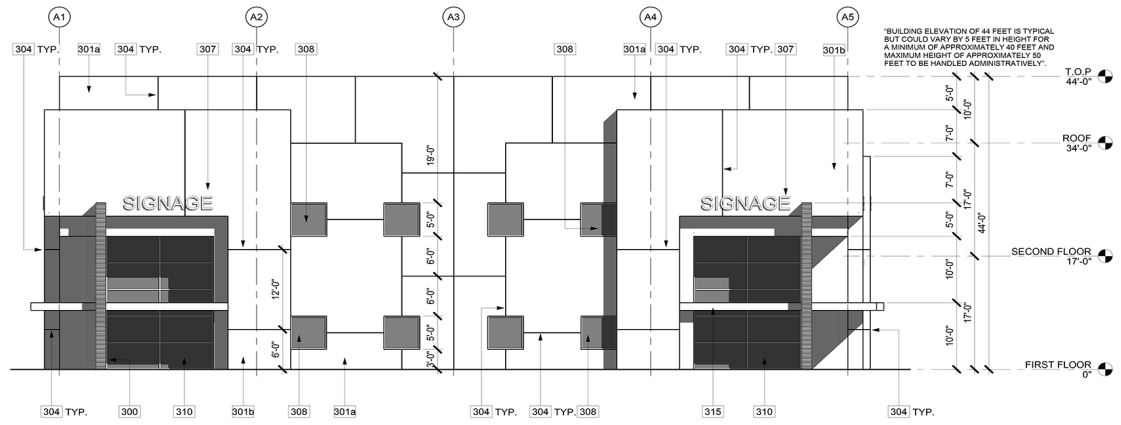
2 BUILDING B EAST ELEVATION
1/16" = 1'-0"

KEYNOTES	
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301b	METAL STUD WALL WITH PLASTER AND LATHE ADJACENT SURFACE
304	CONTROL JOINT
306	INSULATED HOLLOW DOOR, COLOR TO MATCH ADJACENT SURFACE
307	TENANT SIGNAGE AND LOGO, TBD
308	FIXED GLAZING, FRAME COLOR: NATURAL ANODIZED ALUMINUM
309	STOREFRONT DOOR
310	STOREFRONT GLAZING SYSTEM
312	STONE TILE, TBD
313	ADDRESS NUMBERS AS REQUIRED
315	STEEL TRELLIS, SEE COLOR BOARD FOR COLOR
316	10 X 10 OVERHEAD GARAGE DOOR, COLOR TO MATCH ADJACENT SURFACE

Source: Prest-Vuksic-Greenwood Architects



1 BUILDING A NORTH ELEVATION
1/8" = 1'-0"

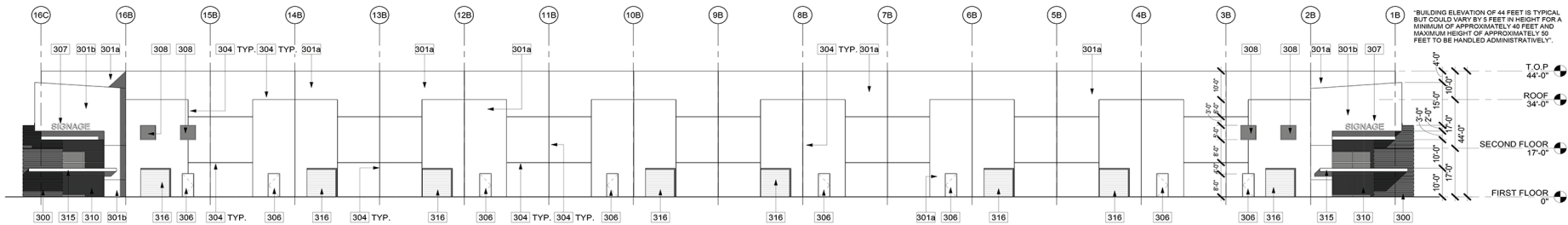


KEYNOTES

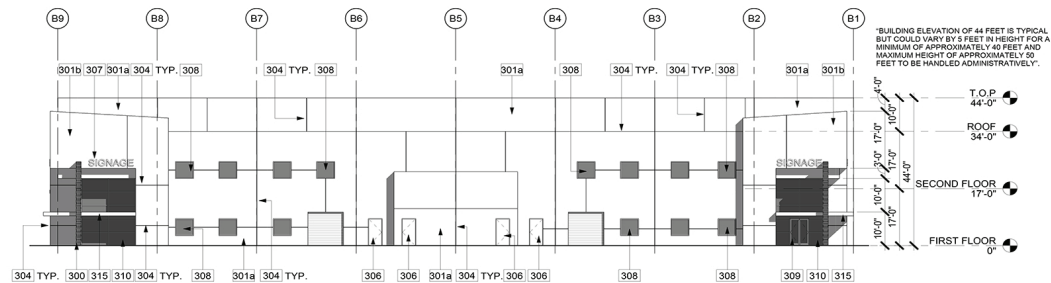
NO.	DESCRIPTION
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301a	CONCRETE TILT UP, SEE COLOR BOARD FOR COLOR
301b	METAL STUD WALL WITH PLASTER AND LATHE FINISH, SEE COLOR BOARD FOR COLOR
304	CONTROL JOINT
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307	TENANT SIGNAGE AND LOGO, TBD
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309	STOREFRONT DOOR
310	STOREFRONT GLAZING SYSTEM
312	STONE TILE, TBD
313	ADDRESS NUMBERS AS REQUIRED
315	STEEL TRELLIS, SEE COLOR BOARD FOR COLOR
316	10 X 10 OVERHEAD GARAGE DOOR, COLOR TO MATCH ADJACENT SURFACE

2 BUILDING A WEST ELEVATION
1/8" = 1'-0"

Source: Prest-Vuksic-Greenwood Architects



1 BUILDING B NORTH ELEVATION
1/16" = 1'-0"



2 BUILDING B WEST ELEVATION
1/16" = 1'-0"

KEYNOTES	
NO.	DESCRIPTION
300	CORRUGATED CONCRETE TILT UP
301a	CONCRETE TILT UP, SEE COLOR BOARD FOR COLOR
301b	METAL STUD WALL WITH PLASTER AND LATHE FINISH, SEE COLOR BOARD FOR COLOR
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306	INSULATED HOLLOW DOOR, COLOR TO MATCH ADJACENT SURFACE
307	TENANT SIGNAGE AND LOGO, TBD
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310	STOREFRONT GLAZING SYSTEM
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315	STEEL TRELLIS, SEE COLOR BOARD FOR COLOR
316	10 X 10 OVERHEAD GARAGE DOOR, COLOR TO MATCH ADJACENT SURFACE

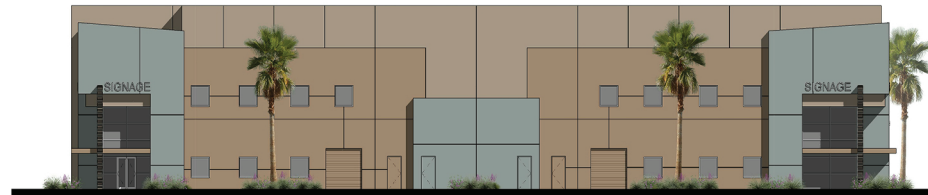
Source: Prest-Vuksic-Greenwood Architects

HEIGHT NOT TO SCALE
MAXIMUM HEIGHT IN THE LL IS
50 FEET AND THE ADDITIONAL
HEIGHT WILL BE APPROVED
ADMINISTRATIVELY



① A303C SOUTH COLOR ELEVATION
1/16" = 1'-0"

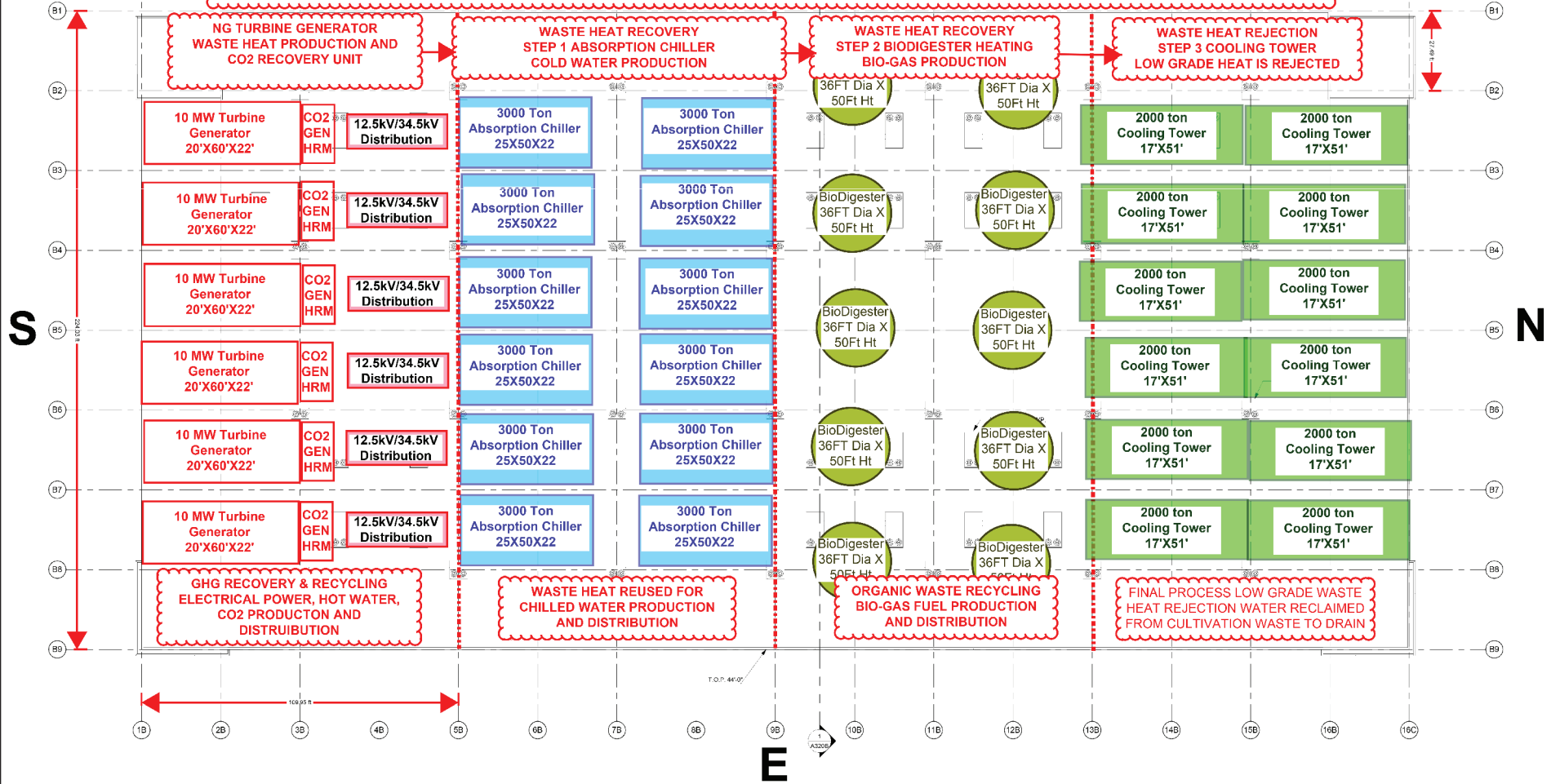
HEIGHT NOT TO SCALE
MAXIMUM HEIGHT IN THE LL IS
50 FEET AND THE ADDITIONAL
HEIGHT WILL BE APPROVED
ADMINISTRATIVELY



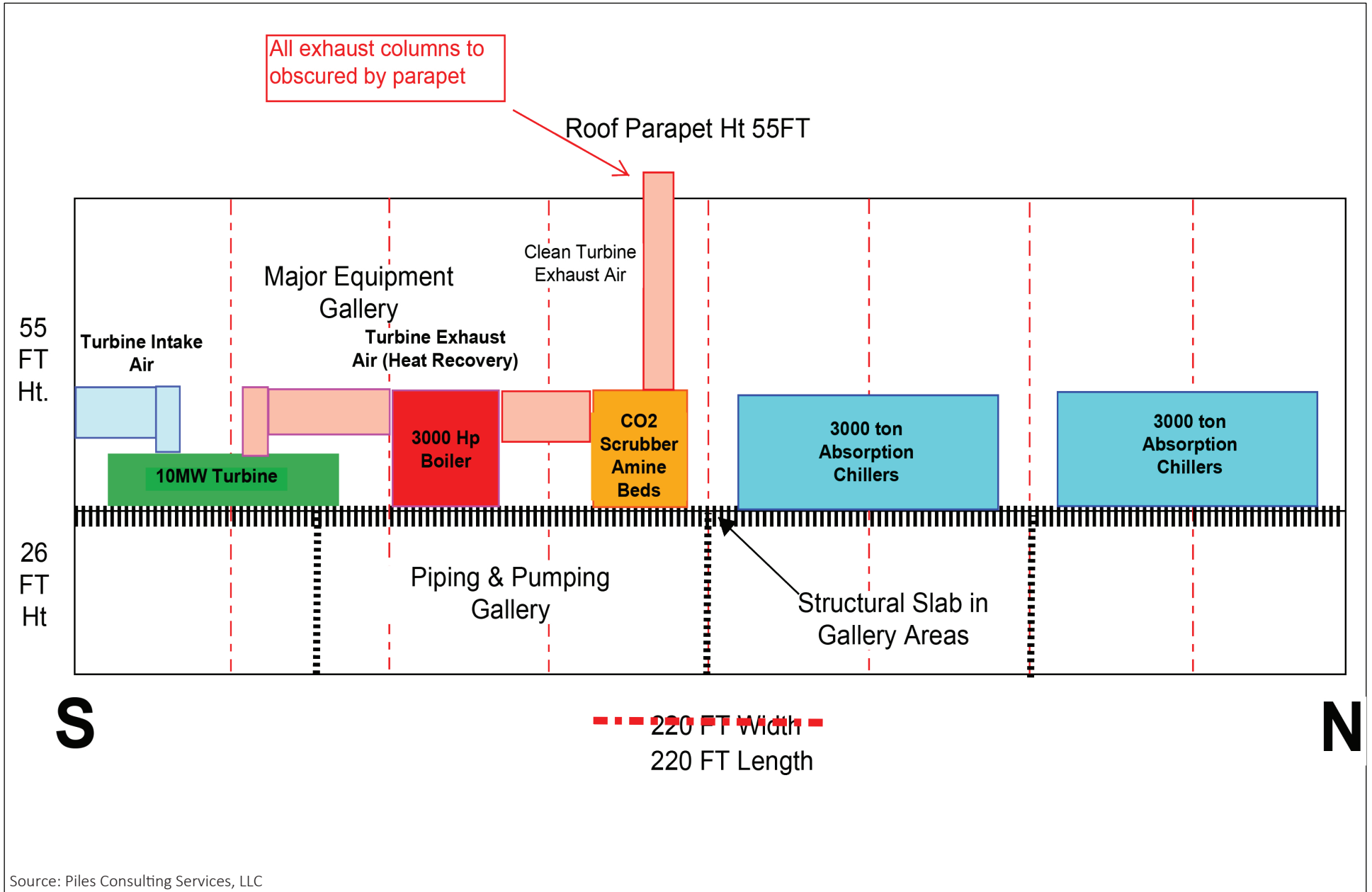
② A303C EAST COLOR ELEVATION
1/16" = 1'-0"

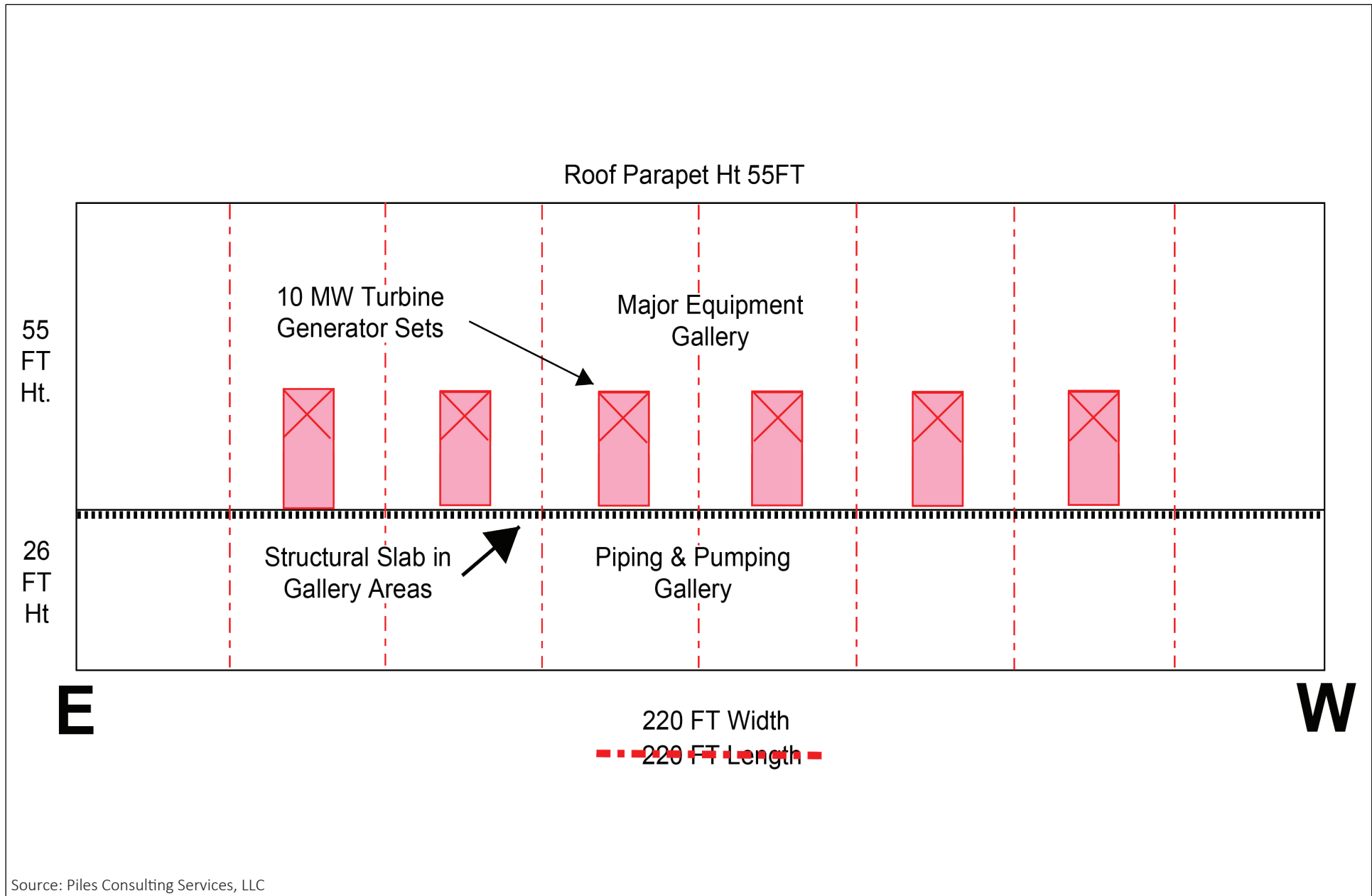
Source: Prest-Vuksic-Greenwood Architects

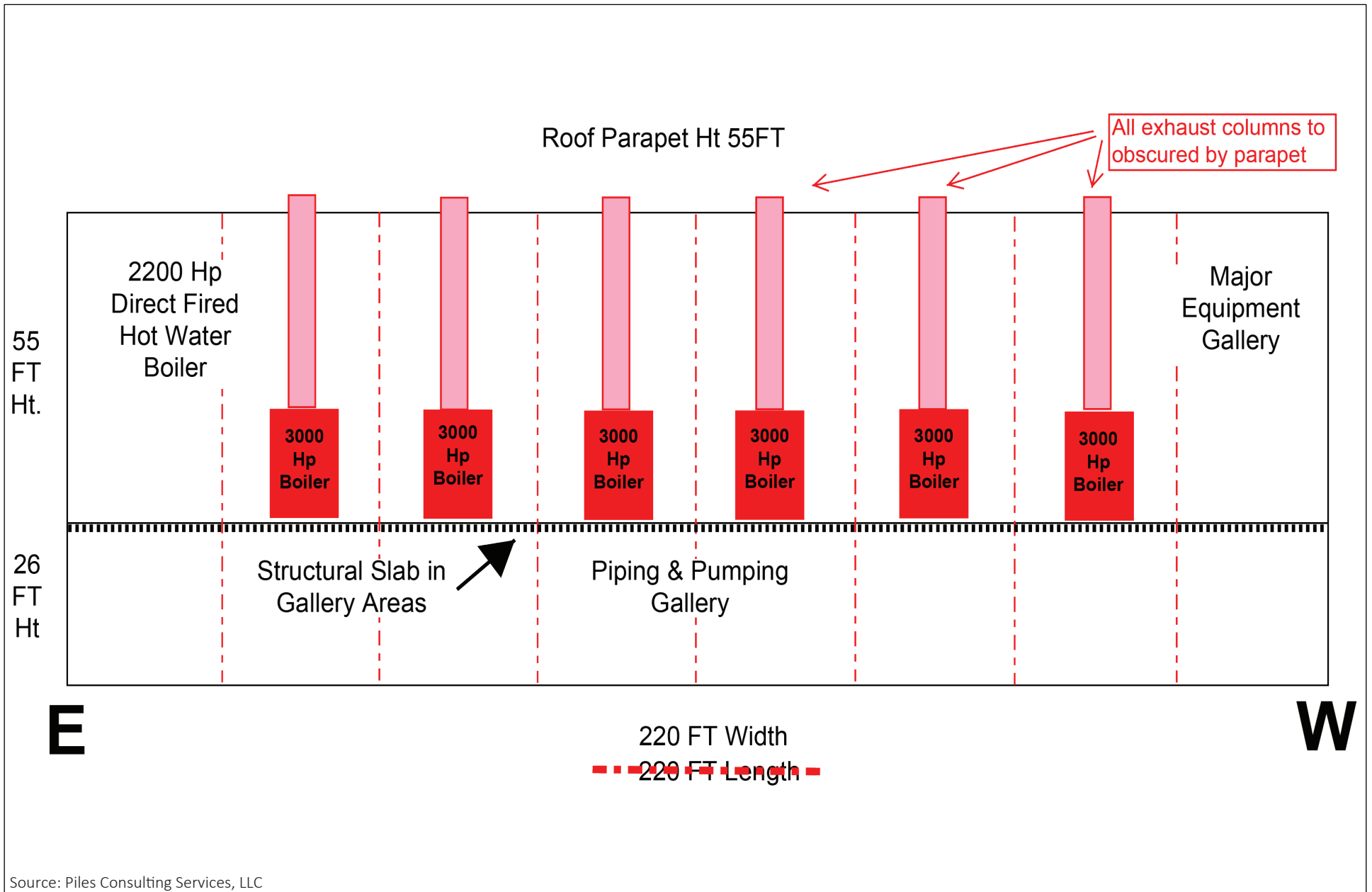
60MW POWER AND RECYCLING FACILITY
GBA 95,410 SF; HT:55FT ; SITE AREA:4.78 ACRES
SUBSTATION AND DISTRIBUTION PUMPING ARE SEPERATE BLDGS



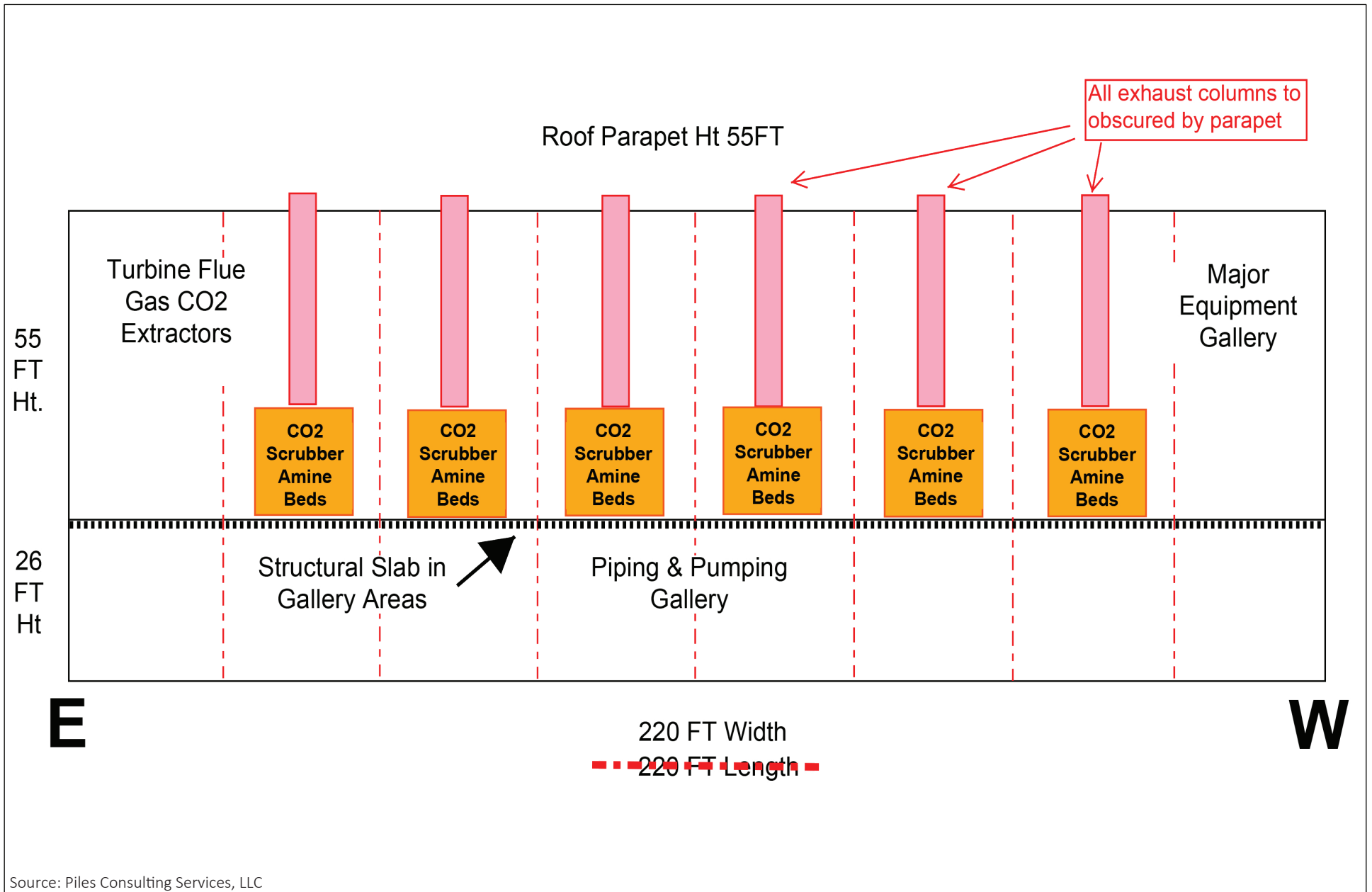
Source: Piles Consulting Services, LLC



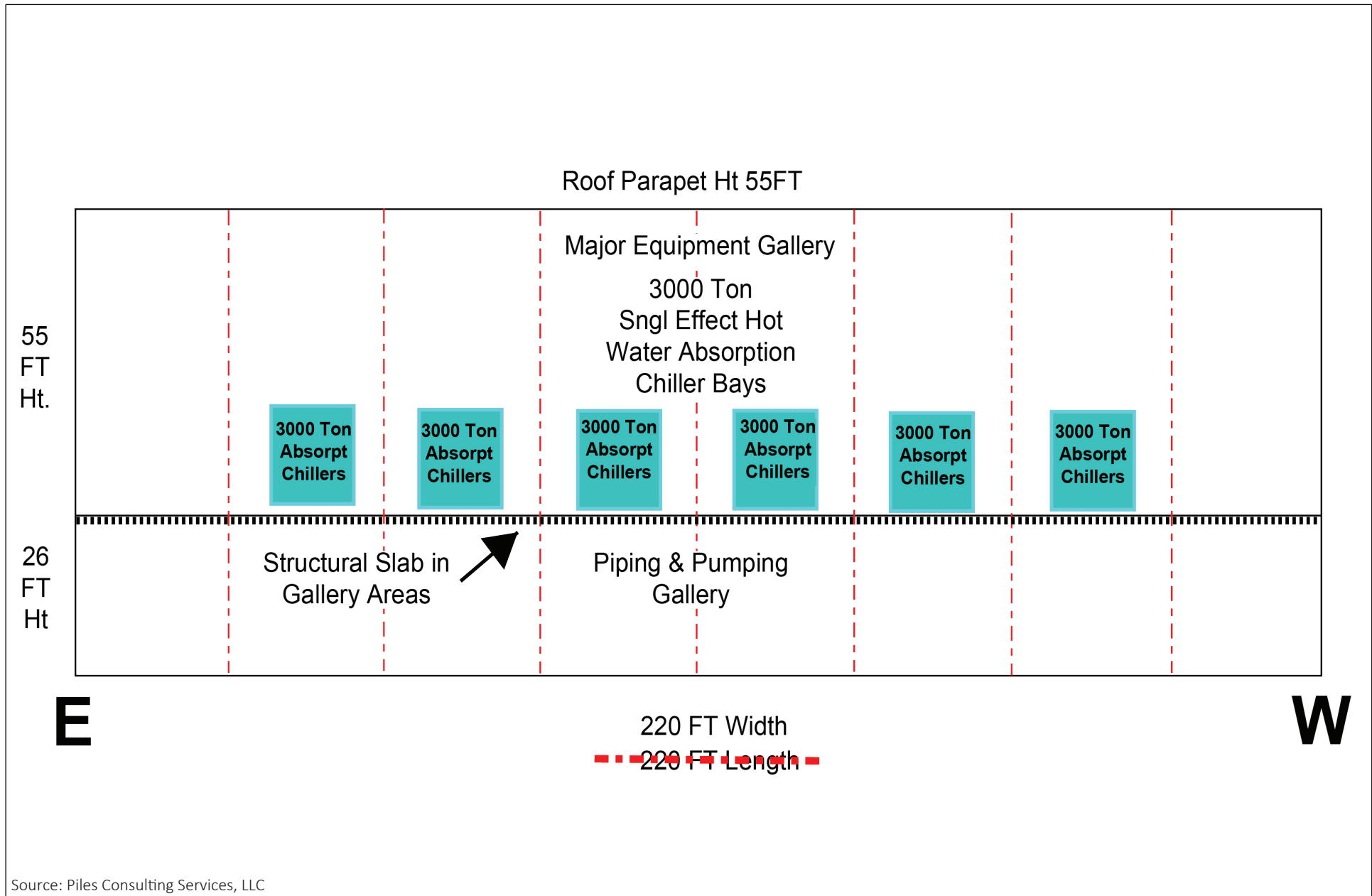


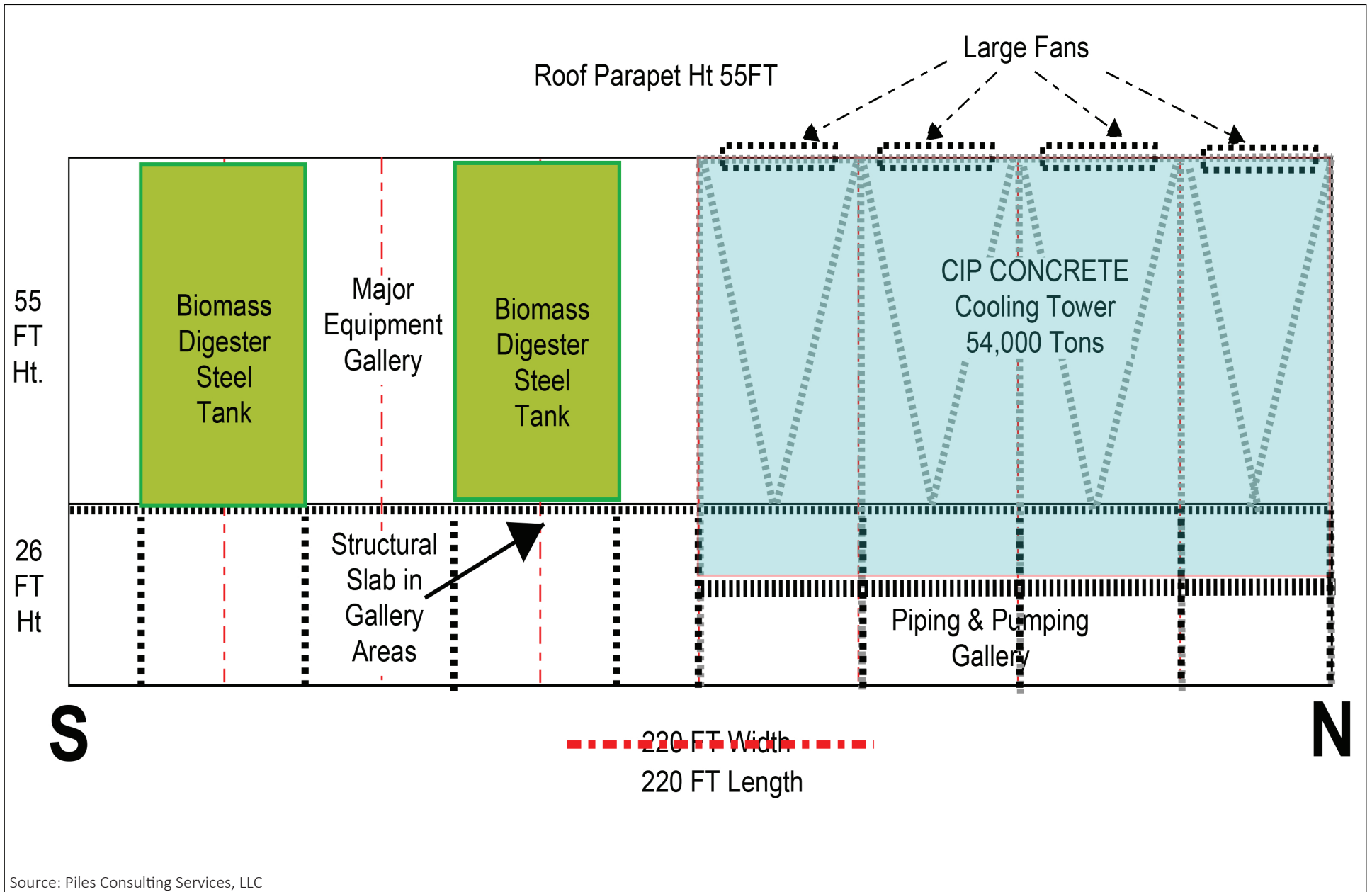


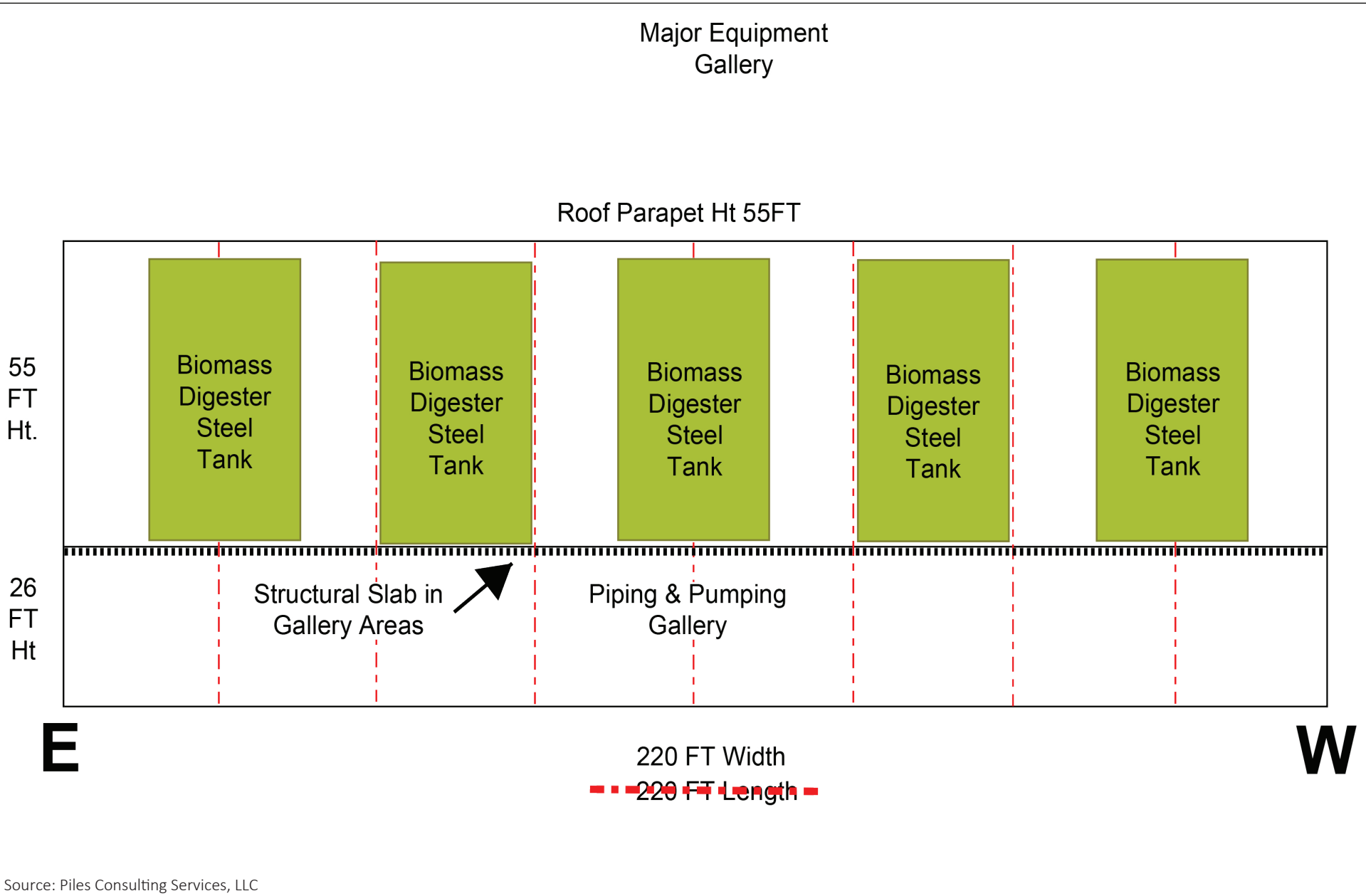
Source: Piles Consulting Services, LLC

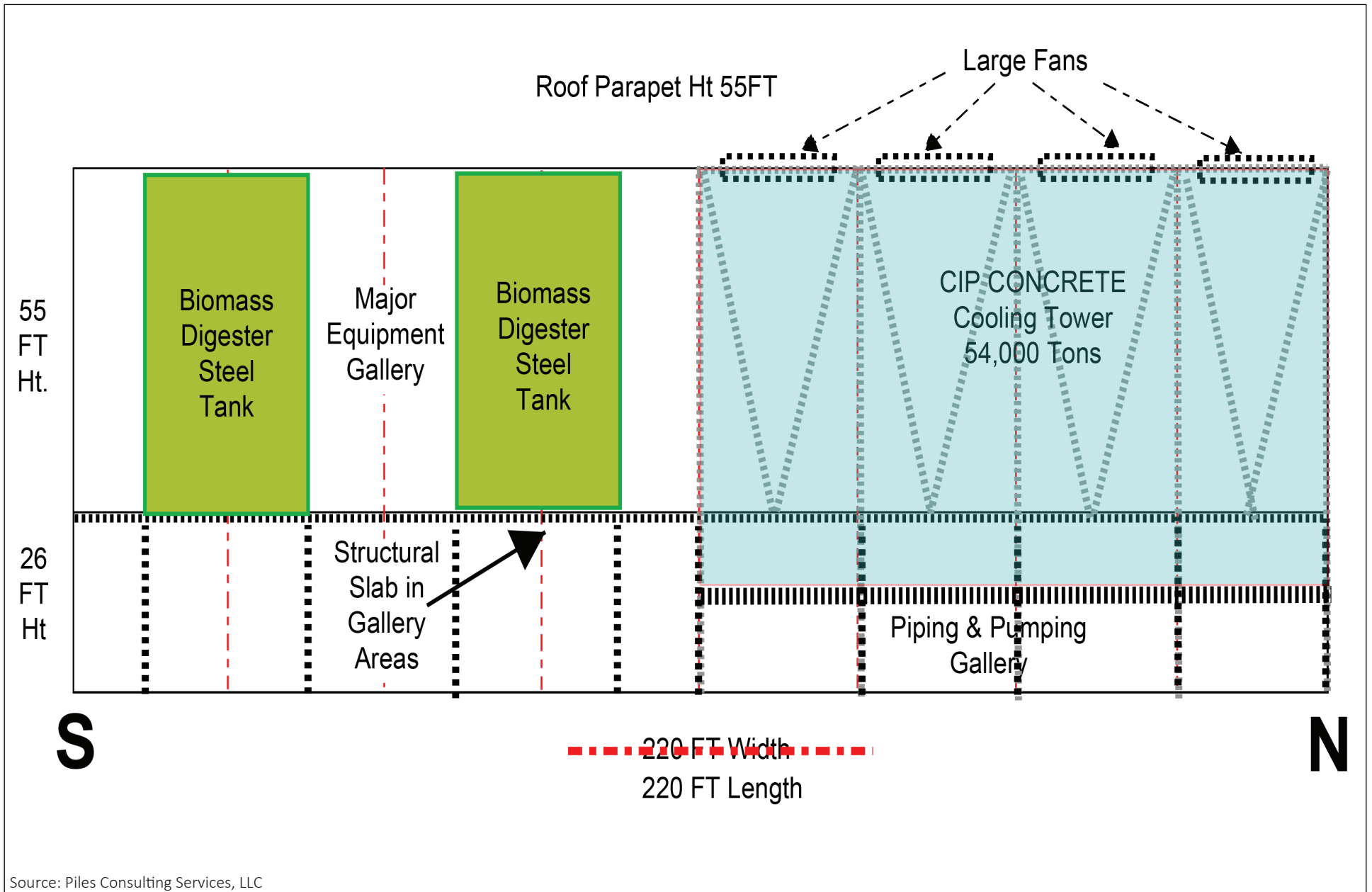


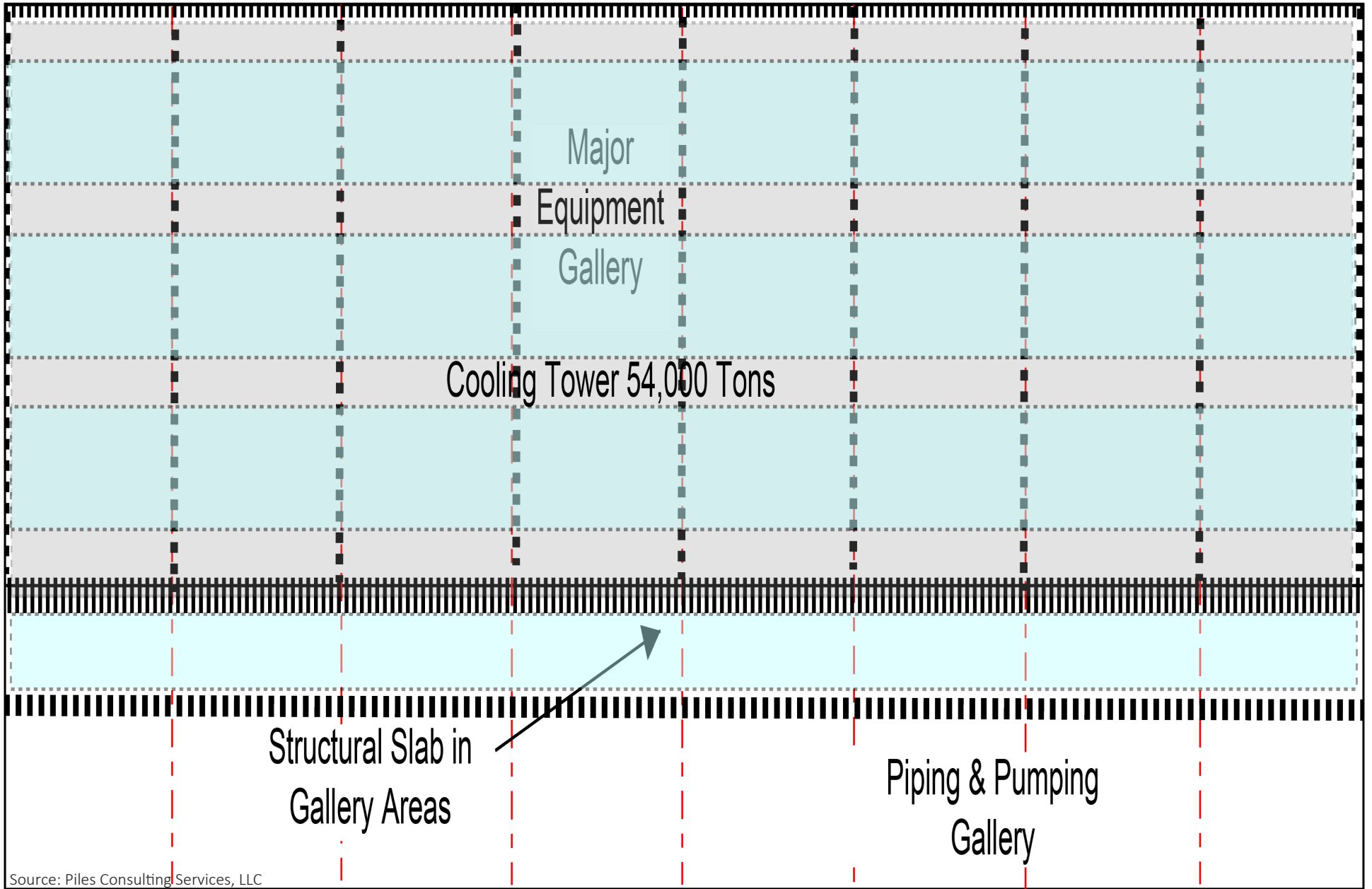
Source: Piles Consulting Services, LLC











Source: Piles Consulting Services, LLC

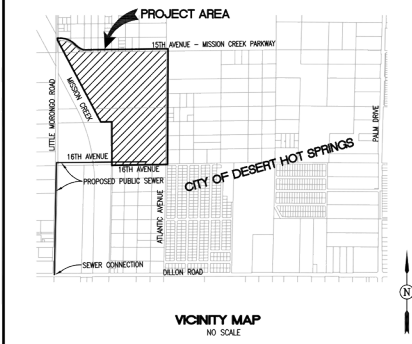
CITY OF DESERT HOT SPRINGS, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA

PROPOSED PHASING PLAN

BEING A PORTION OF THE SOUTH ONE-HALF OF THE NORTHEAST ONE QUARTER OF SECTION 14, T5S, R7E, BEING FURTHER DESCRIBED AS A PORTION OF THE REMAINDER PARCEL OF TRACT NO. 28585-1, AS PER PLAT FILED IN MAP BOOK 316, PAGES 85 THROUGH 89, INCLUSIVE, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA



PROPOSED INDUSTRIAL AND RECLAMATION FACILITIES



APPLICANT/DEVELOPER/OWNER
 DHS 109 PROPERTIES
 333 NORTH PALM CANYON DRIVE, SUITE NO.109
 PALM SPRINGS, CA 92262
 CONTACT: SHAUL MEZRAH
 PHONE: 760-799-0351

APN
 665-050-028
 665-090-005
 665-090-007

ENGINEER/APPLICANT'S REP.
 THE ALTUM GROUP
 72-140 MAGNESIA FALLS DRIVE, SUITE 1
 RANCHO MIRAGE, CA 92270
 TEL: (760) 346-4750
 FAX: (760) 346-0089
 CONTACT: RICH MALACOFF, P.E.
 RICH.MALACOFF@THEALTUMGROUP.COM

TOPOGRAPHY SOURCE
 ADRIATIC MAPPING
 29970 TECHNOLOGY DRIVE, SUITE 220-C
 MURRIETA, CA 92563
 (951) 656-9020
 DATE FLOWN: APRIL 15, 2014
 ATM/04-14-026

SERVICES
 POWER/ELECTRICITY
 ON-SITE POWER PLANT
 GAS: THE GAS COMPANY
 PHONE: 909-335-1715
 WATER AND SEWER:
 MISSION SPRINGS WATER DISTRICT
 PHONE: 760-329-6448

VERIZON
 PHONE: 760-864-1715

TIME WARNER CABLE
 PHONE: 760-340-1312

GENERAL PLAN/ZONING
 EXISTING: I-L, LIGHT INDUSTRIAL

PHASE CONSTRUCTION ACTIVITIES

PHASE 1 JULY 2022 - MID-DECEMBER 2024
 CONSTRUCTION OF:
 GRADING OF APPROXIMATELY 39.4 ACRES
 CONSTRUCTION OF:
 20.9 AC. INDUSTRIAL PARK LOT;
 332,650 S.F. INDUSTRIAL BUILDINGS;
 3.0 AC. OF RETENTION BASINS;
 10.8 AC. STREET AND OPEN SPACE;
 4.7 AC. OF POWER AND RECLAMATION PLANT LOT;
 95,410 S.F. OF POWER AND RECLAMATION PLANT BUILDINGS.

PHASE 2 OCTOBER 2022 - MID-NOVEMBER 2024
 GRADING OF APPROXIMATELY 30.7 ACRES
 CONSTRUCTION OF:
 16.1 AC. INDUSTRIAL PARK LOT;
 332,650 S.F. INDUSTRIAL BUILDINGS;
 2.6 AC. OF RETENTION BASINS;
 5.7 AC. STREET AND OPEN SPACE;
 4.8 AC. OF POWER AND RECLAMATION PLANT LOT;
 95,410 S.F. OF POWER AND RECLAMATION PLANT BUILDINGS.

PHASE 3 OCTOBER 2024 - OCTOBER 2026
 GRADING OF APPROXIMATELY 12.9 ACRES
 CONSTRUCTION OF:
 6.7 AC. INDUSTRIAL PARK LOT;
 118,600 S.F. INDUSTRIAL BUILDINGS;
 0.0 AC. OF RETENTION BASINS;
 1.4 AC. STREET AND OPEN SPACE;
 4.8 AC. OF POWER AND RECLAMATION PLANT LOT;
 95,410 S.F. OF POWER AND RECLAMATION PLANT BUILDINGS.

PHASE 4 OCTOBER 2026 - OCTOBER 2028
 GRADING OF APPROXIMATELY 19.4 ACRES
 CONSTRUCTION OF:
 11.5 AC. INDUSTRIAL PARK LOT;
 214,000 S.F. INDUSTRIAL BUILDINGS;
 0.0 AC. OF RETENTION BASINS;
 7.9 AC. STREET AND OPEN SPACE;
 0 AC. OF POWER AND RECLAMATION PLANT LOT;
 0 S.F. OF POWER AND RECLAMATION PLANT BUILDINGS;

NOTE: LOT 57 = 7.54 AC. DEVELOPMENT DATE TO BE DETERMINED.



L:\Projects\2023\28585-1\GIS\2023\Proposed Phasing Plan - 1.dwg Layout: SHD1_28585-1.dwg 29-Jan-2023 4:52pm

Source:

The Altum Group
 73-710 Fred Waring Dr., Ste. 219
 Palm Desert, CA 92260
 t: 360.346.4750 f: 760.340.0089
 TheAltumGroup.com
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IN THE CITY OF DESERT HOT SPRINGS, COUNTY OF RIVERSIDE, CA
DHS 109 INDUSTRIAL PARK
 TENTATIVE PARCEL MAP NO. 37235
 C.U.P. NO.19-9 AND 19-10
PROPOSED PHASING PLAN - PHASE 1
 FOR: **DHS 109 PROPERTIES**

SHEET	1
OF	4



Proposed Phasing Plan Revised
DHS 109 Industrial Park

Exhibit
2-9

JANUARY 21, 2021 - 2ND SUBMITAL

CITY OF DESERT HOT SPRINGS, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA

PROPOSED PHASING PLAN

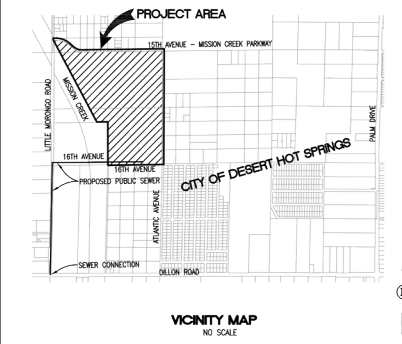
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PHASING LEGEND



PROPOSED INDUSTRIAL AND RECLAMATION FACILITIES



VICINITY MAP
NO SCALE

APPLICANT/DEVELOPER/OWNER

DHS 109 PROPERTIES
533 NORTH PALM CANYON DRIVE, SUITE NO.109
PALM SPRINGS, CA 92262
CONTACT: SHAH, MEZRAH
PHONE: 760.759-0354

ENGINEER/APPLICANT'S REP.

THE ALTUM GROUP
72-140 MAGNESIA FALLS DRIVE, SUITE 1
RANCHO MEXICO, CA 92203
TEL:(760) 348-4750
FAX:(760) 340-0089
CONTACT: RICH MALACOFF, P.M.
RICH.MALACOFF@THEALTUMGROUP.COM

TOPOGRAPHY SOURCE

AGRIOTOP MAPPING
29970 TECHNOLOGY DRIVE, SUITE 220-C
MURRETTA, CA 92563
(919) 808-5000
DATE FLOWN: APRIL 15, 2014
ATM020414-026

PHASE CONSTRUCTION ACTIVITIES

PHASE 1 JULY 2022 - MID-DECEMBER 2024

GRADING OF APPROXIMATELY 33.4 ACRES
CONSTRUCTION OF:
20.9 AC. INDUSTRIAL PARK LOT;
332,559 S.F. INDUSTRIAL BUILDINGS;
3.0 AC. OF RETENTION BASINS;
10.8 AC. STREET AND OPEN SPACE;
4.7 AC. OF POWER AND RECLAMATION PLANT LOT;
95,410 S.F. OF POWER AND RECLAMATION PLANT BUILDINGS.

PHASE 2 OCTOBER 2022 - MID-NOVEMBER 2024

GRADING OF APPROXIMATELY 30.7 ACRES
CONSTRUCTION OF:
18.1 AC. INDUSTRIAL PARK LOT;
332,559 S.F. INDUSTRIAL BUILDINGS;
2.8 AC. OF RETENTION BASINS;
5.2 AC. STREET AND OPEN SPACE;
4.8 AC. OF POWER AND RECLAMATION PLANT LOT;
95,410 S.F. OF POWER AND RECLAMATION PLANT BUILDINGS.

PHASE 3 OCTOBER 2024 - OCTOBER 2026

GRADING OF APPROXIMATELY 12.9 ACRES
CONSTRUCTION OF:
6.7 AC. INDUSTRIAL PARK LOT;
118,620 S.F. INDUSTRIAL BUILDINGS;
0.0 AC. OF RETENTION BASINS;
1.4 AC. STREET AND OPEN SPACE;
4.8 AC. OF POWER AND RECLAMATION PLANT LOT;
95,410 S.F. OF POWER AND RECLAMATION PLANT BUILDINGS.

PHASE 4 OCTOBER 2026 - OCTOBER 2028

GRADING OF APPROXIMATELY 19.4 ACRES
CONSTRUCTION OF:
11.5 AC. INDUSTRIAL PARK LOT;
214,030 S.F. INDUSTRIAL BUILDINGS;
0.0 AC. OF RETENTION BASINS;
7.9 AC. STREET AND OPEN SPACE;
0 AC. OF POWER AND RECLAMATION PLANT LOT;
0 S.F. OF POWER AND RECLAMATION PLANT BUILDINGS;

NOTE: LOT 57 = 7.54 AC. DEVELOPMENT DATE TO BE DETERMINED.

APN

665-050-028
665-080-005
665-080-007

SERVICES

POWER/ELECTRICITY
ON-SITE POWER PLANT
GAS: THE GAS COMPANY
PHONE 909-335-1715
WATER AND SEWER
MESON SPRINGS WATER DISTRICT
PHONE 760-329-6448

VERIZON
PHONE 760-864-1715

TIME WARNER CABLE
PHONE 760-340-1312

GENERAL PLAN/ZONING

EXISTING: I-L, LIGHT INDUSTRIAL

LAND USE

EXISTING: VACANT
PROPOSED: LIGHT INDUSTRIAL
TOTAL ACREAGE = 109.94

PHASE 1 = 39.4

PHASE 2 = 30.7

PHASE 3 = 12.9

PHASE 4 = 19.4
LOT 57 = 7.54

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IN THE CITY OF DESERT HOT SPRINGS, COUNTY OF RIVERSIDE, CA
DHS 109 INDUSTRIAL PARK
TENTATIVE PARCEL MAP NO. 37235
C.U.P. NO.19-9 AND 19-10
PROPOSED PHASING PLAN - PHASE 2
FOR: DHS 109 PROPERTIES

SHEET
2
OF
4

L:\projects\101237 - DHS 109 Industrial Park\Drawings\101237-Proposed Phasing Plan - 2.dwg Layout: SPT01 Jan 29, 2021 - 5:02pm

JANUARY 21, 2021 - 2ND SUBMITAL



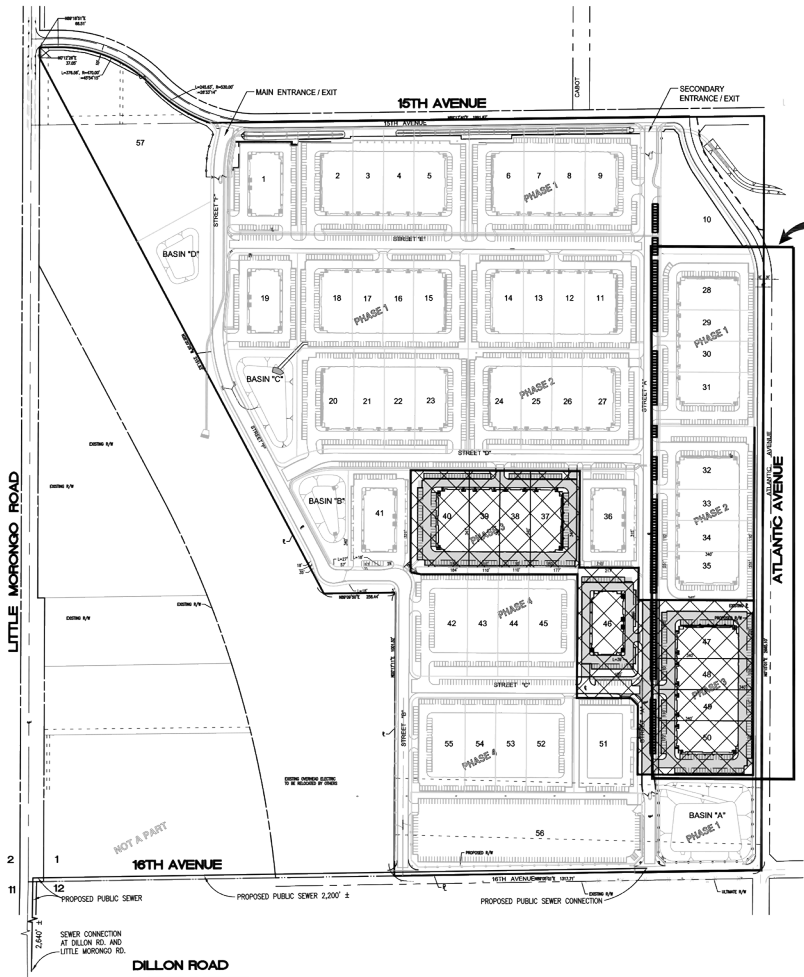
Proposed Phasing Plan Revised
DHS 109 Industrial Park

Exhibit
2-9

CITY OF DESERT HOT SPRINGS, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA

PROPOSED PHASING PLAN

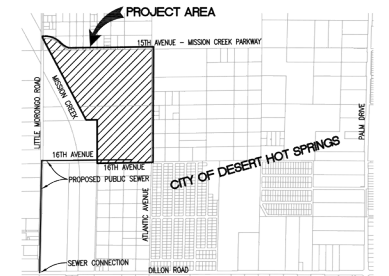
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PHASING LEGEND



PROPOSED INDUSTRIAL AND RECLAMATION FACILITIES



VICINITY MAP
NO SCALE

APPLICANT/DEVELOPER/OWNER

DHS 109 PROPERTIES
333 NORTH PALM CANYON DRIVE, SUITE NO.109
PALM SPRINGS, CA 92262
CONTACT: SHAUL MEZROA
PHONE: 760-759-0581

AFN

665-050-028
665-060-005
665-060-007

ENGINEER/APPLICANT'S REP.

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CONTACT: RICH MALACOFF, P.M.
RICH.MALACOFF@THEALTUMGROUP.COM

SERVICES

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ON-SITE POWER PLANT
GAS: THE GAS COMPANY
PHONE 909-335-1715
WATER AND SEWER:
MISSION SPRINGS WATER DISTRICT
PHONE 760-329-6448

TOPOGRAPHY SOURCE

ADROTECH MAPPING
2970 TECHNOLOGY DRIVE, SUITE 220-C
MURRETA, CA 92563
(919) 606-0020
DATE: FLOW: APRIL 15, 2014
ATM#0414-026

VERIZON

PHONE 760-864-1715
TIME WARNER CABLE
PHONE 760-340-1312

GENERAL PLAN/ZONING

EXISTING: I=L, LIGHT INDUSTRIAL

PHASE CONSTRUCTION ACTIVITIES

PHASE 1 JULY 2022 - MID-DECEMBER 2024

GRADING OF APPROXIMATELY 39.4 ACRES
CONSTRUCTION OF:
20.9 AC. INDUSTRIAL PARK LOT;
332,650 S.F. INDUSTRIAL BUILDINGS;
3.0 AC. OF RETENTION BASINS;
10.5 AC. STREET AND OPEN SPACE;
4.7 AC. OF POWER AND RECLAMATION PLANT LOT;
95,410 S.F. OF POWER AND RECLAMATION PLANT BUILDINGS.

LAND USE

EXISTING: VACANT
PROPOSED: LIGHT INDUSTRIAL
TOTAL ACREAGE = 109.94

PHASE 2 OCTOBER 2022 - MID-NOVEMBER 2024

GRADING OF APPROXIMATELY 30.7 ACRES
CONSTRUCTION OF:
18.1 AC. INDUSTRIAL PARK LOT;
332,650 S.F. INDUSTRIAL BUILDINGS;
2.6 AC. OF RETENTION BASINS;
5.2 AC. STREET AND OPEN SPACE;
4.8 AC. OF POWER AND RECLAMATION PLANT LOT;
95,410 S.F. OF POWER AND RECLAMATION PLANT BUILDINGS.

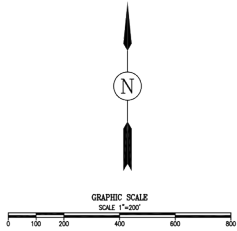
PHASE 3 OCTOBER 2024 - OCTOBER 2026

GRADING OF APPROXIMATELY 12.9 ACRES
CONSTRUCTION OF:
6.7 AC. INDUSTRIAL PARK LOT;
118,620 S.F. INDUSTRIAL BUILDINGS;
0.0 AC. OF RETENTION BASINS;
1.4 AC. STREET AND OPEN SPACE;
4.8 AC. OF POWER AND RECLAMATION PLANT LOT;
95,410 S.F. OF POWER AND RECLAMATION PLANT BUILDINGS.

PHASE 4 OCTOBER 2026 - OCTOBER 2028

GRADING OF APPROXIMATELY 19.4 ACRES
CONSTRUCTION OF:
11.2 AC. INDUSTRIAL PARK LOT;
214,620 S.F. INDUSTRIAL BUILDINGS;
0.0 AC. OF RETENTION BASINS;
7.9 AC. STREET AND OPEN SPACE;
0 AC. OF POWER AND RECLAMATION PLANT LOT;
0 S.F. OF POWER AND RECLAMATION PLANT BUILDINGS;

NOTE: LOT 57 = 7.54 AC. DEVELOPMENT DATE TO BE DETERMINED.



The Altum Group
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Palm Desert, CA 92260
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ENGINEERING | PLANNING | SURVEY | ENVIRONMENTAL

IN THE CITY OF DESERT HOT SPRINGS, COUNTY OF RIVERSIDE, CA
DHS 109 INDUSTRIAL PARK
TENTATIVE PARCEL MAP NO. 37235
C.U.P. NO.19-9 AND 19-10
PROPOSED PHASING PLAN - PHASE 3
FOR: DHS 109 PROPERTIES

SHEET	3
OF	4

JANUARY 21, 2021 - 2ND SUBMITTAL



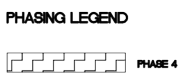
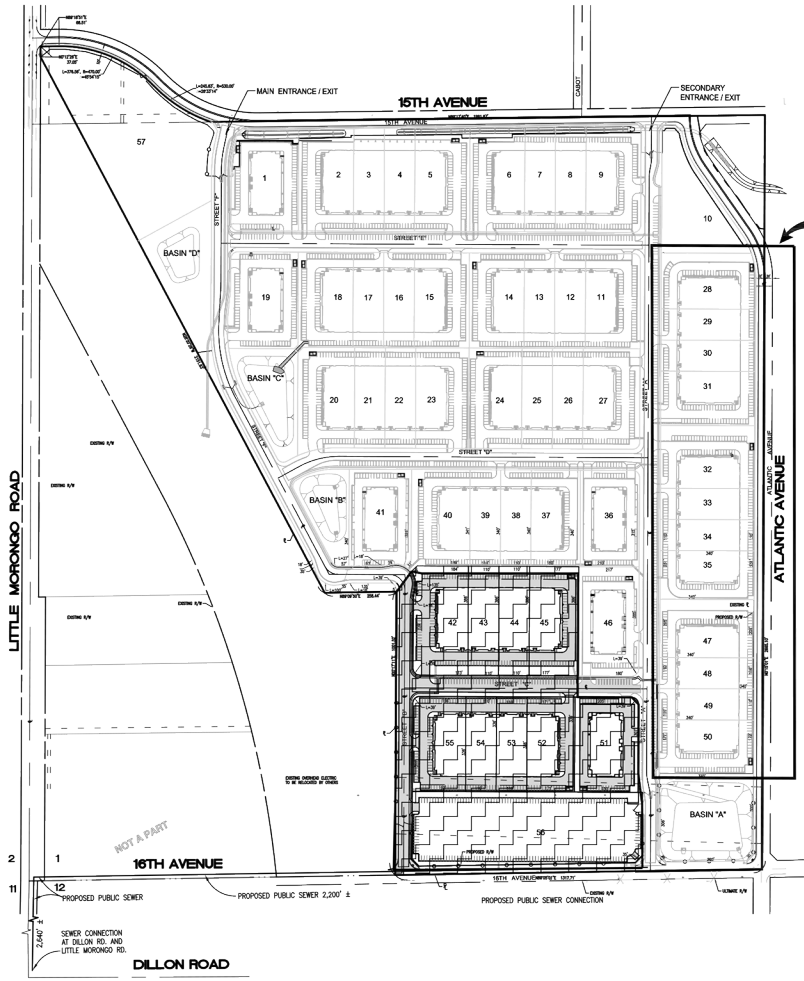
Proposed Phasing Plan Revised
DHS 109 Industrial Park

Exhibit
2-9

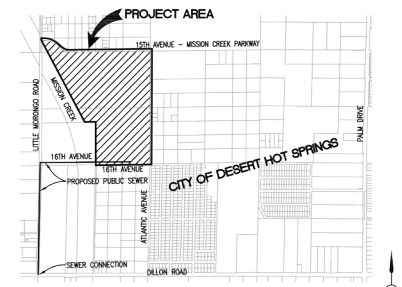
CITY OF DESERT HOT SPRINGS, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA

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PROPOSED INDUSTRIAL AND RECLAMATION FACILITIES



VICINITY MAP
NO SCALE

APPLICANT/DEVELOPER/OWNER
DHS 109 PROPERTIES
333 NORTH PALM CANYON DRIVE, SUITE NO.109
PALM SPRINGS, CA 92262
CONTACT: SHAIL MEZRAH
PHONE: 760-359-0361

APN
665-050-028
665-050-005
665-050-007

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TOPOGRAPHY SOURCE
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(919) 806-5020
DATE FLOWN: APRIL 15, 2014
AIM#0414-026

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TIME WARNER CABLE
PHONE 760-340-1312

GENERAL PLAN/ZONING
EXISTING: I=L, LIGHT INDUSTRIAL

LAND USE
EXISTING: VACANT
PROPOSED: LIGHT INDUSTRIAL
TOTAL ACRES = 109.94
PHASE 1 = 39.4
PHASE 2 = 30.7
PHASE 3 = 12.9
PHASE 4 = 19.4
LOT 57 = 7.54

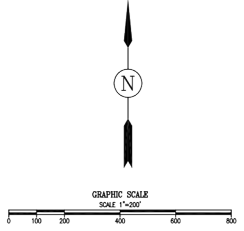
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PHASE 1 JULY 2022 – MID-DECEMBER 2024
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3.0 AC. OF RETENTION BASINS,
10.9 AC. STREET AND OPEN SPACE,
4.7 AC. OF POWER AND RECLAMATION PLANT LOT,
95,410 S.F. OF POWER AND RECLAMATION PLANT BUILDINGS.

PHASE 2 OCTOBER 2022 – MID-NOVEMBER 2024
GRADING OF APPROXIMATELY 30.7 ACRES
CONSTRUCTION OF:
18.1 AC. INDUSTRIAL PARK LOT,
332,650 S.F. INDUSTRIAL BUILDINGS,
2.6 AC. OF RETENTION BASINS,
5.2 AC. STREET AND OPEN SPACE,
4.8 AC. OF POWER AND RECLAMATION PLANT LOT,
95,410 S.F. OF POWER AND RECLAMATION PLANT BUILDINGS.

PHASE 3 OCTOBER 2024 – OCTOBER 2026
GRADING OF APPROXIMATELY 12.9 ACRES
CONSTRUCTION OF:
6.7 AC. INDUSTRIAL PARK LOT,
118,620 S.F. INDUSTRIAL BUILDINGS,
0.0 AC. OF RETENTION BASINS,
1.4 AC. STREET AND OPEN SPACE,
4.8 AC. OF POWER AND RECLAMATION PLANT LOT,
95,410 S.F. OF POWER AND RECLAMATION PLANT BUILDINGS.

PHASE 4 OCTOBER 2026 – OCTOBER 2028
GRADING OF APPROXIMATELY 19.4 ACRES
CONSTRUCTION OF:
11.2 AC. INDUSTRIAL PARK LOT,
214,030 S.F. INDUSTRIAL BUILDINGS,
0.0 AC. OF RETENTION BASINS,
7.9 AC. STREET AND OPEN SPACE,
0 AC. OF POWER AND RECLAMATION PLANT LOT,
0 S.F. OF POWER AND RECLAMATION PLANT BUILDINGS;
NOTE: LOT 57 = 7.54 AC. DEVELOPMENT DATE TO BE DETERMINED.



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ENGINEERING | PLANNING | SURVEY | ENVIRONMENTAL

IN THE CITY OF DESERT HOT SPRINGS, COUNTY OF RIVERSIDE, CA		SHEET
DHS 109 INDUSTRIAL PARK		4
TENTATIVE PARCEL MAP NO. 37235		
C.U.P. NO.19-9 AND 19-10		
PROPOSED PHASING PLAN - PHASE 4		OF
FOR: DHS 109 PROPERTIES		4

JANUARY 27, 2021 - 2ND SUBMITAL



Proposed Phasing Plan Revised
DHS 109 Industrial Park

Exhibit
2-9

3 ENVIRONMENTAL EVALUATION

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3 ENVIRONMENTAL EVALUATION

Chapter 3 Environmental Evaluation

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

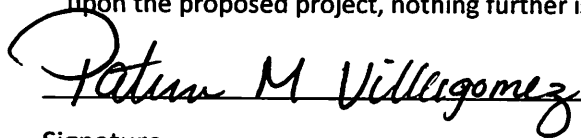
The environmental factors checked below would be potentially affected by the proposed project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

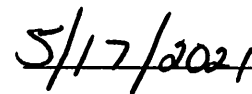
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|---|---|--|
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| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Geology/Soils |
| <input type="checkbox"/> Greenhouse Gas Emissions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

DETERMINATION:

On the basis of this initial evaluation:

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


Signature


Date

3 ENVIRONMENTAL EVALUATION

3.1 Aesthetics

3.1.1 Sources

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

- *City of Desert Hot Springs, Municipal Code. Website: <http://www.qcode.us/codes/deserthotsprings/>, accessed on September 19, 2019.*
- *Caltrans, Scenic Highways. Website: <https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways>, Accessed December 17, 2019.*
- *City of Desert Hot Springs, Comprehensive Plan 2000*
- *Site Photometric Plan, DHS 109 Industrial Park, RTM Engineering Consultants, October 11, 2019 (Appendix A).*

3.1.2 Environmental Setting

The proposed project is located in an undeveloped area of the City . The project site is bordered by vacant land and open desert on the north, east and south sides while the Mission Creek Wash runs adjacent along the westerly side of the project site. There is very little development in close proximity to the project site with the exception of a medical cannabis facility to the north and a self-storage facility located to the southwest of the project site adjacent to Little Morongo Road. The closest existing residential homes are located approximately 250 feet southeast of the project site.

Visual Character and Surroundings

Chapter 2, *Project Description*, discusses the existing site conditions followed by site photos in Exhibit 2-3. The project site is currently undeveloped and consists of desert land with scattered brush, ruderal vegetation, and debris. Vacant open desert lands surround the project site to the north, west, and south. Views of the project site can be seen from single-family detached residential dwelling units that are located as close as approximately 0.05 mile to the southeast, 0.53 mile to the southwest, 0.60 mile to the northeast of the project site. The project site can be seen from passerby drivers along Little Morongo Road. Topographically, the project site is gently sloping, with an approximately sixty-foot differential in elevation between the northern and southern project site boundaries. Due to this difference of elevation, the urban sprawl of the City is perceptible in the distance to the north and east of the proposed project. The location of the project site is found in the northwestern portion of the Coachella Valley and offers views of the San Gorgonio Mountains approximately 6.5 miles to the west, the Little San Bernardino Mountains approximately 6 miles to the north and east, the San Jacinto Mountains approximately 12 miles to the southwest and Santa Rosa Mountains approximately 24 miles to the southeast. The project site is not located in an area with identified scenic resources

3 ENVIRONMENTAL EVALUATION

such as rock outcroppings or historic buildings and is not located within a State Scenic Highway view shed.

Regulatory Setting

State Scenic Highway

The California Department of Transportation (Caltrans) manages the State Scenic Highway Program which provides guidance to local government agencies, community organizations and citizens regarding the process to officially designate scenic highways. The California Scenic Highway Program was created by the California Legislature in 1963 to protect and enhance the scenic beauty of California highways. The designation of these scenic highways depends on how much of that natural setting and the quality of that setting that can be seen by those traveling. The designation of these scenic highways also depends on the extent to which development will intrude on the enjoyment of that view by travelers. The process to designate a highway include a visual assessment, submission of a scenic highway proposal, and prepare and adopt a Corridor Protection Program (CPP). The CPP is then reviewed by the Caltrans District and State Scenic Highway Coordinators and if it meets the legislative standard, a recommendation is forwarded to the Caltrans Director. A list of designated and eligible scenic highways can be found under the Scenic Highway System List and the program can be found in the Streets and Highway Code, Section 260 through 263.

3.1.3 Impacts

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
AESTHETICS – (Except as provided in Public Resources Code Section 21099) would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

3 ENVIRONMENTAL EVALUATION

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- a. **Less than Significant.** For purposes of determining significance pursuant to CEQA, a scenic vista is defined as a viewpoint that provides expansive views of a highly valued landscape for the benefit of the general public. In addition, some scenic vistas are officially designated by public agencies, or informally designated by tourist guides. A substantial adverse effect to such a scenic vista is one that degrades the view from such a designated view spot.

The proposed project is located in an area where minimal development exists and where properties to the east remain vacant. The proposed project is not within an area that has been designated as a scenic vista and/or highway by the City’s General Plan. Additionally, the proposed project will adhere to the City’s Zoning Ordinance (Section 17.40.160, *Height Determination- Structures*) in regard to design, placement, pad height, articulation, massing, roof treatment, spacing, and height of each building proposed within the project site after the approval of a height variance. As seen in Exhibit 2-6, *Building Elevations*, the proposed project is proposing several industrial buildings with a typical height of 44 feet. However, as noted in Exhibit 2-6, building heights of Building Type A and B for the cannabis-related and light industrial uses could vary by five (5) feet for a minimum of 40 feet and a maximum of height of approximately 50 feet to be handled administratively per Section 17.120 Minor Modifications. The requested five (5) foot variance would remain with a ten percent variance of the typical height of 44 feet. Additionally, as shown in Exhibit 2-8, the three buildings dedicated for the proposed PRF proposes a maximum height of 55 feet to compensate for the exhaust columns that will be obscured by the roof parapet. The proposed PRF buildings are the farthest buildings located away from Little Morongo Road and the proposed parapets would obscure views of the exhaust columns of the PRF. The Applicant is requesting for an administrative height variance for all dedicated buildings for the proposed PRF for an addition of up to five (5) feet for purposes of allowing sufficient operational height for PRF features such as the proposed cooling towers.

As shown on Exhibit 2-5, the public rights-of-way surrounding the project site provide distant views of the Little San Bernardino Mountains, which are located approximately 6 miles northeast of the project site. Although the project would result in the development of the site with the proposed project, the on-site structures would not substantially block the views to these mountains. The views to these natural landforms would still be publicly available from the surrounding rights-of-way following the development of the project site. Therefore, the

3 ENVIRONMENTAL EVALUATION

proposed project would result in impacts to scenic vistas that would be less than significant and no mitigation is required.

- b. Less than Significant Impact.** Scenic resources include trees, rock outcroppings, and historic buildings that are visible from a State scenic highway, or locally significant scenic resources such as the 10,831 foot, north face escarpment of Mount San Jacinto. There are no trees, rock outcroppings, or historic buildings within the immediate vicinity of the proposed project that would be directly affected by the proposed project. The project site is currently vacant and the immediate surrounding area is relatively open with no signs of trees or rock outcroppings. The closest building is an iStorage Self Storage building that is located across Little Morongo Road to the west, which is not considered to be a historic building within a designated scenic highway.

There are no official or eligible designated State Scenic Highways within and adjacent to the proposed project. This includes officially designated County Scenic Highways as noted on the list provided by Caltrans. The nearest officially designated State Scenic highway is State Highway 62 (SH-62) located approximately 8.3 miles west of the project site. The SH-62 is the main corridor gateway to Joshua Tree National Park and the main arterial roadway for the communities of Yucca Valley, Joshua Tree and Twenty-Nine Palms. Development of the proposed project would not result in any visual impacts to the SH-62 since the proposed project would not be visible from the SH-62. Therefore, the proposed project would result in a less than significant impact on scenic resources, and no mitigation is required.

- c. Less than Significant Impact.** Currently the project site is undeveloped and vacant. The project site consists mainly of desert flora and overhead powerlines along the perimeter of the project site. The surrounding land is mainly open desert and very little developed land surrounds the project site. That surrounding development consists of existing homes and a storage facility.

At proposed project built-out, the proposed project would be noticeable in contrast to its surroundings that consist of relatively undeveloped areas, open desert, the iStorage Self Storage facility, and a few residential buildings (located approximately 0.05 miles away), and an existing cannabis facility located to the north. The construction of the proposed project would not be visible from Interstate 10 (I-10) located approximately 2.5 miles to the south, nor SH-62, which is located approximately 4 miles to the west. The proposed buildings within the project site would be visible to motorists traveling along the local roads (i.e., Little Morongo Road and 15th Avenue) that surround the project site. However, there is an existing SCE easement present on the project site and it includes aboveground powerlines that are located to the east and southern portion of the project site. Therefore, views from these two directions of the project site are impacted by these characteristics.

In order to minimize the visual impact, the proposed project will adhere to Title 17, Chapter 17.16, *Industrial Districts* of the City's Municipal Code, which include sections on *Industrial Development Design Guidelines*, *Site Planning Principles* and *Architectural Design* that will

3 ENVIRONMENTAL EVALUATION

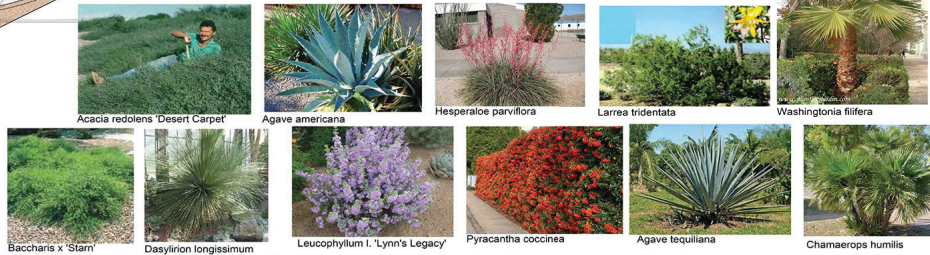
relate to distant view characteristics. The exterior design features of the proposed project would soften the transition in visual character to the surrounding vicinity by including appropriate setbacks, off-setting of exterior walls as outlined in the aforementioned sections of the code. Proposed exterior color to all buildings would consist of earth tone colors that include various shades of browns and muted grey tones. Variation of building siding would include corrugated concrete tilt up, concrete tilt up, metal stud wall with plaster and lathe finish, storefront door, and storefront glazing system. Additionally, Title 17, Chapter 17.16, Section 17.16.200 *Landscaping and Screening*, will set standards that would pertain to landscape features and screening methods within the project site. The proposed landscape plan for the proposed project incorporates trees, shrubs, and accent plants that would be incorporated within and throughout the project site. As seen in Exhibit 3-1, *Preliminary Landscape Plans*, the use of various texture in plants and colors (e.g., *Pyracantha Cocinea*, *leucophyllum* l. 'Lynn's Legacy') would soften the visual character of the project site and soften the hard edges of the proposed buildings. Furthermore, the proposed landscape would consist of plants that are adaptable to the weather conditions of the desert climate such as high winds and hot summer temperatures. Landscaping and the perimeter wall would also be used as a screening mechanism for privacy purposes and for the screening of mechanical equipment that is mounted on the ground within the project site.

The proposed project would not conflict with applicable zoning and other regulations governing scenic quality. Proposed project design consistent with City's Municipal Code Title 17, Chapter 17.16, Section 17.16.60 *Industrial Development Design Guidelines, Site Planning Principles, and Architectural Design*, will ensure consistency that it is consistent with Community Design Policy 2A and Policy 4 of the General Plan that pertains to development standards and circulation of the proposed project. In addition, the proposed project will also be consistent with Industrial Policy 6 and Policy 6B that pertains to compatibility and safety. Compliance with Title 17, Chapter 17.16, Section 17.16.200, *Landscape and Screening* will ensure that the proposed project is consistent with Industrial Policy 6A and Community Design Policy 7 that pertain to landscape features. The extensive landscape around the base of the building and along designated parking areas would be used to enhance the appearance of the industrial site and assure that the proposed project would be consistent with the General Plan Programs, Goals, and Policies. Therefore, the proposed project would result in impacts relating visual character that would be less than significant and no mitigation is required.

TREES



SHRUBS AND ACCENT PLANTS



DHS 109 INDUSTRIAL PARK

DESERT HOT SPRINGS, CALIFORNIA
MASTER CONCEPT PLAN

L-1 TKD

TKD ASSOCIATES, INCORPORATED
LAND PLANNING - LANDSCAPE ARCHITECTURE
WATER CONSERVATION

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October 9, 2019



Preliminary Landscape Plans
DHS 109 Industrial Park

Exhibit
3.1-1



DHS 109 INDUSTRIAL PARK

DESERT HOT SPRINGS, CALIFORNIA
CONCEPT PLAN

L-2  **TKD ASSOCIATES, INCORPORATED**
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 October 9, 2019

TREES



Cercidium praecox



Pithecellobium flexicaule



Olneya tesota



Olea europaea



Acacia aneura



Acacia stenophylla



Yucca rostrata



Chamaerops humilis



Agave americana



Agave tequiliana



SOUTHERN BLOW-UP CONCEPT PLAN
SCALE: 1" = 60'

DHS 109 INDUSTRIAL PARK

DESERT HOT SPRINGS, CALIFORNIA
MASTER CONCEPT PLAN



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October 9, 2019



Preliminary Landscape Plans
DHS 109 Industrial Park

Exhibit
3.1-1



TYPICAL BUILDING CONCEPT PLAN
SCALE: 1"=30'



Acacia aneura



Acacia stenophylla



Cercidium praecox



Olneya tesota



Pinicelobium flexicaule



Olea europaea



Chamaerops humilis



Hesperaloe parviflora



Dasylirion longissimum



Agave americana



Pyracantha coccinea



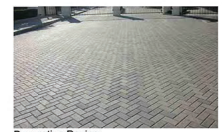
Agave tequiliana



Baccharis x 'Starr'



Leucophyllum l. 'Lynn's Legacy'



Decorative Paving

DHS 109 INDUSTRIAL PARK

DESERT HOT SPRINGS, CALIFORNIA
TYPICAL BUILDINGS

L-4  **TKD ASSOCIATES, INCORPORATED**
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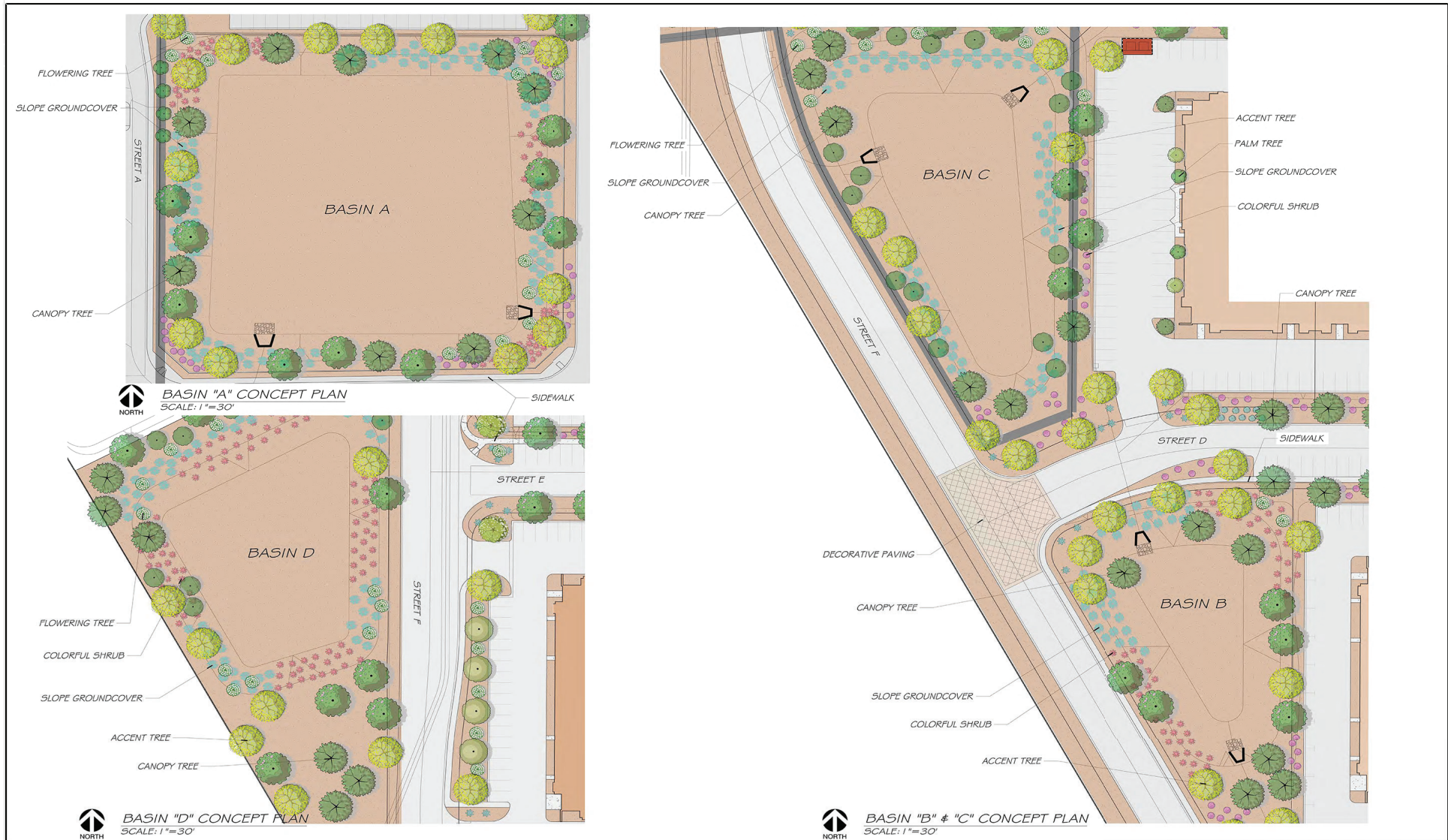
DESERT HOT SPRINGS, CALIFORNIA
CONCEPT PLAN BLOW-UPS

L-5 **TKD**

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October 9, 2019



DHS 109 INDUSTRIAL PARK

DESERT HOT SPRINGS, CALIFORNIA

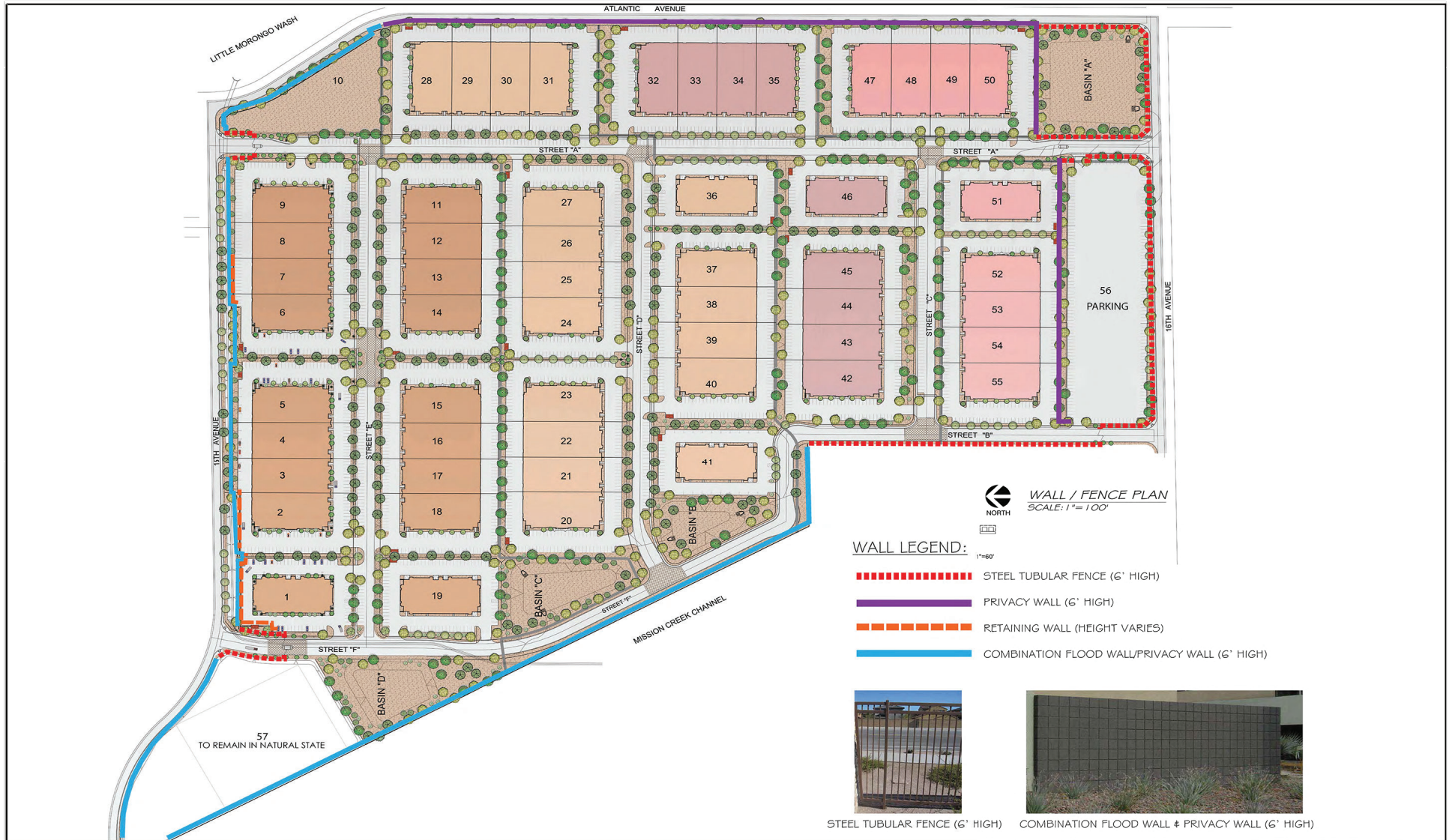
RETENTION BASIN CONCEPT PLAN

L-6  **TKD**

TKD ASSOCIATES, INCORPORATED
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October 9, 2019



DHS 109 INDUSTRIAL PARK

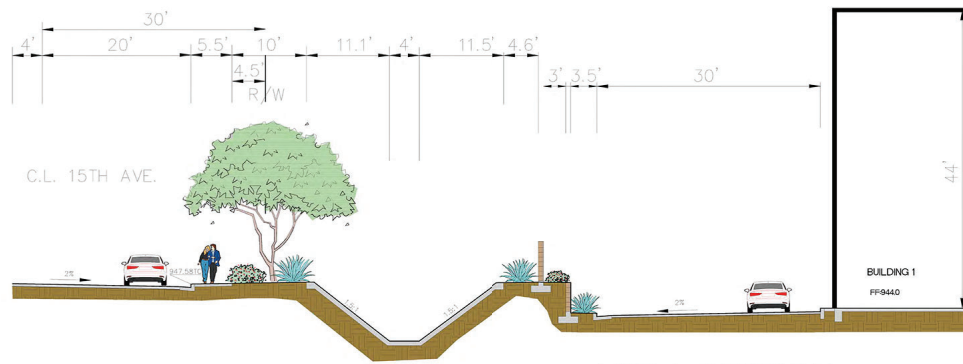
DESERT HOT SPRINGS, CALIFORNIA
WALL / FENCE PLAN

L-7 **TKD**

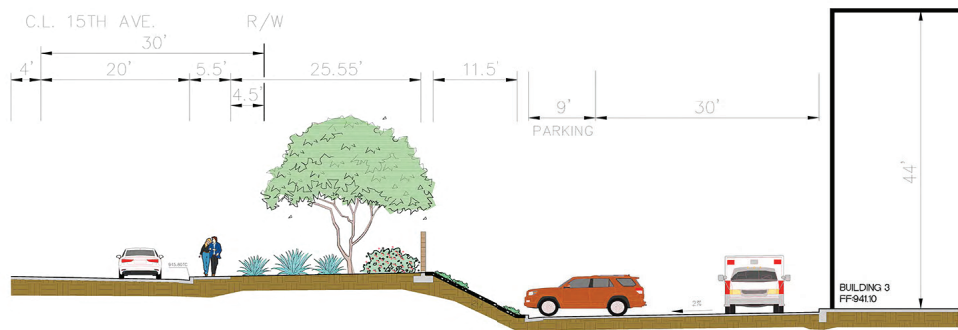
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LOT 1 SECTION
SCALE:NTS



LOT 3 SECTION
SCALE:NTS

SLOPE STABILIZATION

SLOPE GROUNDCOVERS



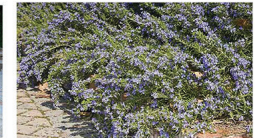
Acacia redolens 'Desert Carpet'



Baccharis x 'Starr'



Lantana 'Dallas Red'



Rosmarinus officinalis 'Irene'

ROCKERY



Gray Gravel 3/4"



White Water Cobble 1.5"-3"



DHS 109 INDUSTRIAL PARK
DESERT HOT SPRINGS, CALIFORNIA
SITE SECTIONS

L-8  **TKD ASSOCIATES, INCORPORATED**
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October 9, 2019

TREES



Pithecellobium flexicaule



Olneya tesota



Acacia salicina



Olea europaea



Acacia stenophylla



Washingtonia filifera



Prosopis alba 'Colorado'



Cercidium praecox



Acacia aneura

SHRUBS / GROUNDCOVERS



Acacia redolens 'Desert Carpet'



BOUGAINVILLEA 'OO-LA-LA'



RUSSELLIA EQUISETIFORMIS



Baccharis x 'Starn'



Leucophyllum l. 'Lynn's Legacy'



Pyracantha coccinea



Hesperaloe parviflora



Larrea tridentata



Eremophila maculata



Lantana 'Dallas Red'



Rosmarinus officinalis 'Irene'



Cordia parvifolia

ACCENT PLANTS



Agave americana



Chamaerops humilis



Cordia boissieri



Dasyliiron longissimum



Agave tequiliana



Yucca rostrata

ROCKERY



Gray Gravel 3/4" at Building Planters



White Water Cobble 1.5"-3" at Slopes and Retention Basins

PLANT SCHEDULE

TREES	BOTANICAL NAME / COMMON NAME	CONT	SHRUBS	BOTANICAL NAME / COMMON NAME	SIZE
	Acacia aneura / Mulga	15 gal		Acacia redolens 'Desert Carpet' TM / Bark Catclaw	5 gal
	Acacia salicina / Willow Acacia	15 gal		Bougainvillea x 'Oo-La-La' TM / Oo-la-la Bougainvillea	5 gal
	Acacia stenophylla / Shoestring Acacia	15 gal		Cordia boissieri 'White Geiger' / Anacahuita	15 gal
	Cercidium praecox / Sonoran Palo Verde	15 gal / 24"box		Cordia parvifolia / Small-Leaf Geogretes	5 gal
	Olea europaea 'Fruitless' / Fruitless Olive	24" Multi		Hesperaloe parviflora / Red Yucca	5 gal
	Olneya tesota / Desert Ironwood	15 gal		Lantana x 'Dallas Red' / Dallas Red Lantana	5 gal
	Pithecellobium flexicaule / Texas Ebony	15 gal		Leucophyllum frutescens 'Green Cloud' TM / Green Cloud Texas Ranger	5 gal
	Prosopis alba Colorado / Colorado Mesquite	15 gal / 24"box		Leucophyllum langmanae 'Lynn's Legacy' / Barometerbush	5 gal
	Washingtonia filifera / California Fan Palm	14" - 16" BTH		Pyracantha coccinea / Scarlet Pyracantha	5 gal
	Washingtonia hybrid / Hybrid Fan Palm	14" - 16" BTH		Pyracantha coccinea 'Lalande' / Lalande Pyracantha Espalier	5 gal
	Chamaerops humilis / Mediterranean Fan Palm	15 gal		Rosmarinus officinalis 'Irene' TM / Irene Trailing Rosemary	5 gal
	Washingtonia filifera / California Fan Palm	14" - 16" BTH		Russelia equisetiformis / Fencracker Plant	5 gal
	Washingtonia hybrid / Hybrid Fan Palm	14" - 16" BTH		Tagetes lemmonii / Copper Canyon Daisy	5 gal
				BOTANICAL NAME / COMMON NAME	SIZE
				Agave americana / Century Plant	15 gal
				Agave murpheyi / Murphey's Century Plant	5 gal
				Dasyliiron longissimum / Toothless Desert Spoon	15 gal
				Yucca rostrata / Beaked Yucca	2'-3' Ht. Trunk Multi

DHS 109 INDUSTRIAL PARK
DESERT HOT SPRINGS, CALIFORNIA
PLANT PALETTE

L-9 **TKD**

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October 9, 2019

3 ENVIRONMENTAL EVALUATION

- d. **Less than Significant.** Construction and operation of the proposed project will comply with Zoning Ordinance Section 17.16.260, *Lighting*, in order to preserve the City's night skies and adhere to lighting standards. Construction of the proposed project would only occur during day-time hours and nighttime lighting would not be required. According to Zoning Ordinance Section 17.16.260, lighting should be used to provide illumination for security and safety purposes of on-site areas. Lighting should be adequate for purposes of security; however, not overly bright. Zoning Ordinance Section 17.16.260 sets standards so that the light fixtures used on the property are compatible with the proposed architecture of the building. Section 17.40.170 *Outdoor Lighting Standards*, Subsection (F) *Prohibited Lighting*, sets standards on type of lighting that is prohibited on a project site. This includes unshielded outdoor illumination, mercury vapor installations, and illuminated awnings. These standards assist in preventing light from exceeding outside the boundary lines of the project site. Compliance with the aforementioned standards would allow the proposed project to be consistent with Policy 10 of the General Plan that limits the minimum height, number and intensity of fixtures needed to provide security and identification in residential, commercial and industrial development. This Policy will assist in preserving the community's night skies. Furthermore, a lighting plan was developed for the proposed project for purposes of ensuring the above-mentioned standards are adhered to (see Appendix A). Therefore, the proposed project would not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area and the impact would be less than significant and no mitigation is required.

3.1.4 Mitigation

No mitigation measures are required.

3.1.5 Level of Significance after Mitigation

Not applicable.

3.2 Agriculture and Forestry Resources

3.2.1 Sources

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

- California Department of Conservation California Important Farmland Finder interactive mapping service. Website: <http://maps.conservation.ca.gov/ciff/> accessed June 28, 2019.
- California Department of Conservation Land Conservation Act Maps, Riverside County Williamson Act FY – 2015/2016. Website: <http://www.conservation.ca.gov/dlrp/lca> accessed June 28, 2019.
- California Department of Forestry and Fire Protection, Fire and Resource Assessment Program Land Cover Mapping and Monitoring Program. Website: http://frap.fire.ca.gov/frapgismaps/pdfs/fvegwhr13b_map.pdf

3.2.2 Environmental Setting

Regulatory Setting

California Land Conservation Act of 1965 (Williamson Act)

The California Land Conservation Act of 1965 (the Williamson Act, Government Code Sections 51200 through 51297.4) encourages the preservation of agricultural lands through tax incentives due to the increasing trend toward the conversion of agricultural lands to urban uses. The act enables counties and cities to designate agricultural preserves (Williamson Act lands) and within these preserves, offer preferential taxation to agricultural landowners based on the agricultural income producing value of the property. Essentially, this approach ties real estate tax rates to the agricultural value of the land rather than the market rate, which can escalate rapidly as areas around a farm or dairy convert to urban uses. In return for the preferential tax rate, the landowner is required to sign a contract with the County or City agreeing not to develop the land with non-agricultural uses for a minimum of 10 years. On the ten-year anniversary, the date of the contract it is renewed automatically, unless a notice of non-renewal or petition for cancellation is filed.

State Farmland Mapping and Monitoring Program

The California Department of Conservation (CDC) established the Farmland Mapping and Monitoring Program (FMMP) in 1982. The FMMP is a non-regulatory program and provides a consistent and impartial analysis of agricultural land use and land use changes throughout California. The FMMP produces maps and statistical data used for analyzing impacts on California's agricultural resources. Prime agricultural land is rated according to soil quality and irrigation status and identified by the following categories, collectively referred to as Farmland, Prime Farmland, Unique Farmland,

3 ENVIRONMENTAL EVALUATION

Farmland of Statewide Importance, Farmland of local Importance, Urban and Built-Up Land and Other Land. Descriptions of the categories are described below:

Prime Farmland

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

Farmland of Statewide Importance

Farmland of statewide importance is similar to prime farmland but with minor shortcomings, such as greater slopes or less ability to store soil moisture. Land must have been used for irrigated agriculture production at some time during the four years prior to the mapping date.

Unique Farmland

Unique farmland consists of lesser quality soils used for the production of the State's leading agricultural crops. This land is usually irrigated but may include non-irrigated orchards or vineyards as found in some climatic zones in California. Land must have been cropped at some time during the four years prior to the mapping date.

Farmland of Unique Importance

Farmland of Unique Importance includes soils that are listed as prime or statewide importance that are not irrigated, and soils growing in dryland crops, such as grains, beans, or dryland apricots.

Grazing Land

Grazing land is land on which existing vegetation is suited to the grazing of livestock.

Urban and Built Up Land

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

Other Land

Other Land is defined as land not included in any other mapping category. Common examples include low density rural developments, brush, timber, wetland and riparian areas not suitable for livestock grazing, confined livestock, poultry or aquaculture facilities, strip mines, borrow pits, and water bodies smaller than forty acres. Vacant and nonagricultural land surrounded on all sides by urban development and greater than forty acres is mapped as Other Land. The project site is designated Other Land in the 2016 FMMP Important Farmland Map.

3 ENVIRONMENTAL EVALUATION

Existing Conditions

The project site is presently vacant and the ground surface is covered with scattered desert brush, weeds, and minor debris. The project site has an overall downward slope to the south, with a natural drainage course trending the southwestern portion of the site. The project site is not currently used for agriculture nor is there any evidence of such use in the past.

The Existing General Plan and Zoning Designations within the 109-acre project site is Light Industrial (LI). The LI designations are representative of Riverside County designations that were adopted by the City as interim designations with City Equivalent Land Uses which are Residential Estate and Light Industrial (I-L). No parcels in the project site are under active Williamson Act contract. The FMMP designates the project site as Other Land which is characterized as vacant land and non-agricultural land.

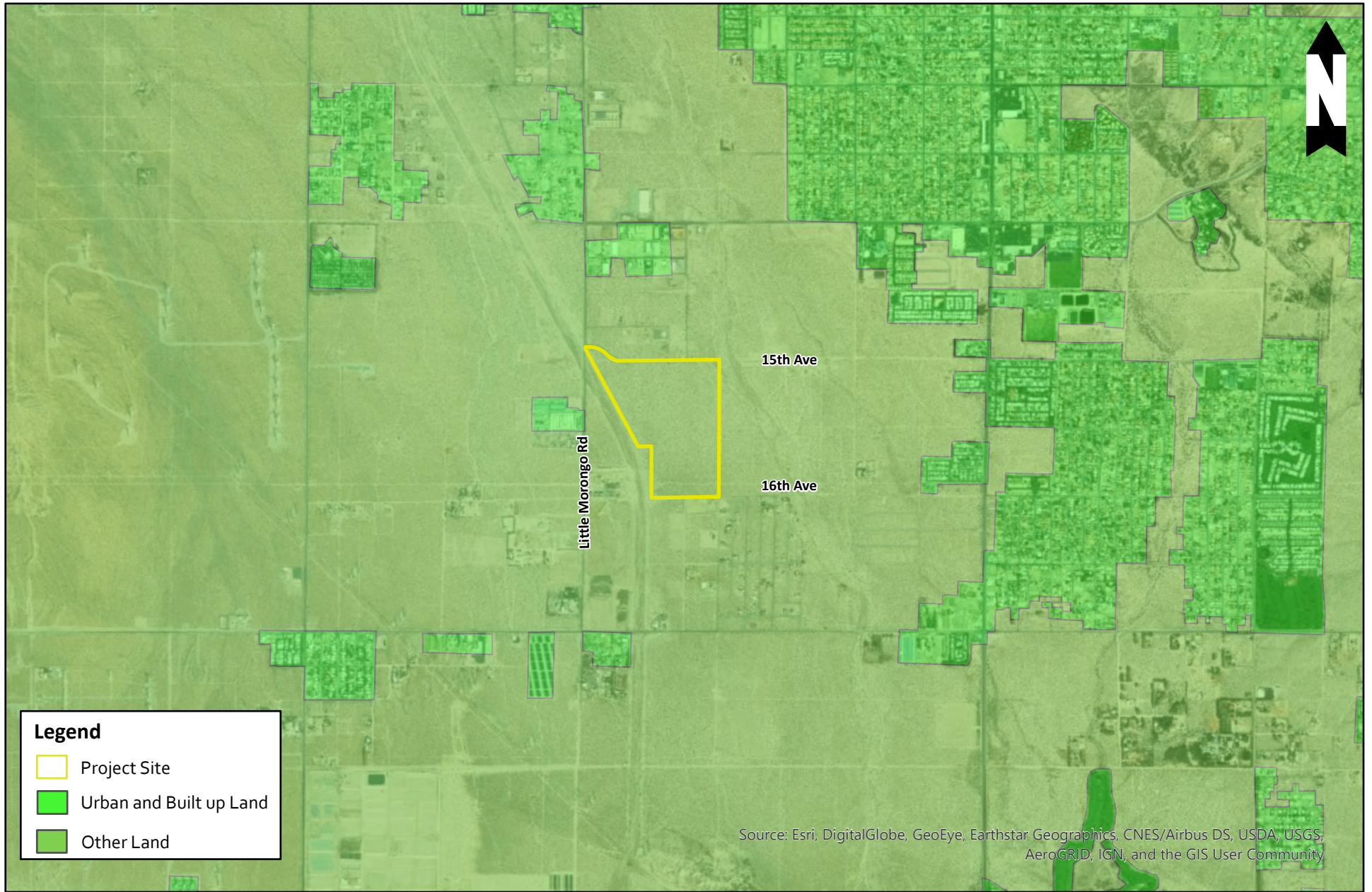
3.2.3 Impact Discussion

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

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	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a. **No Impact.** As shown in Exhibit 3-2, *Project Farmland Designation*, the project site is not currently used for agriculture nor is there any evidence of such use in the past. The project site is designated as Other Land. As described in Section 3.2.2 Environmental Setting, the FMMP defines Other Land as land not included in any other mapping category. Common examples include low density rural developments, brush, timber, wetland and riparian areas not suitable for livestock grazing, confined livestock, poultry or aquaculture facilities, strip mines, borrow pits, and water bodies smaller than forty acres. In addition, areas surrounding the project site are also designated as Other Land. Therefore, implementation of the proposed project would not interfere with any existing or proposed Prime Farmland, Unique Farmland, and Farmland of Statewide Importance on, or designated farmland in close proximity of the project site. Implementation of the proposed project would not result in any new conversion of farmland not previously identified and analyzed by the CDC. Therefore, implementation of the proposed project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to a non-agricultural use and there would be no impact and no mitigation is required.
- b. **No Impact.** Allowable land uses at the project site is governed by the Desert Hot Springs General Plan, which has the land use and zoning designation of LI. The City does not have any current zoning ordinances that designate land for agricultural use, nor are there any existing agricultural land use designations within the Desert Hot Springs General Plan. Additionally, according to the Riverside County Williamson Act Lands Map from the Williamson Act Program, there are no sites within the project site that are under a Williamson Act Land Conservation Contract. The proposed project would have no effect on lands that are designated or zoned for agricultural use nor have any effect on land under Williamson Act.



1 IN = 0.5 MI

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contract. Therefore, the proposed project would result in no impact, and no mitigation is required.

- c. **No Impact.** The City does not have any existing zoning ordinances that pertain to forest land, timberland, or timberland zoned Timberland Production. The City has no existing land designated as forest land, timberland, or timberland zoned Timberland zoned Timberland Production. The project site does not consist of forest land nor timberland. Therefore, the implementation of the proposed project would not conflict with existing zoning for, or cause rezoning of, forest land, timberland or timberland zoned Timberland Production. As such, there would be no impact and no mitigation is required.
- d. **No Impact.** The City does not have a zone specifically designated for forest land, as there are no established forest lands within the City. The project site does not consist of forest land nor timberland. Implementation of the proposed project would not result in the loss of forest land or conversion of forest land to non-forest use. Therefore, there would be no impacts, and no mitigation is required.
- e. **No Impact.** The City does not have any zones pertaining to Farmland, nor forest land because both land use types are absent within the City. The project site does not consist of forest land nor timberland. As described previously, the project site consists of vacant land, is void of any physical structures, and consists of desert land with shrubs and refuse scattered throughout the site. The immediate surrounding area consists of undeveloped desert land and one residential dwelling unit. Therefore, any changes in the existing environment which, due to their location or nature, would not result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use. Therefore, implementation of the proposed project would result in no impact to agricultural and forestry resources, and no mitigation is required.

3.2.4 Mitigation Measures

No mitigation is required.

3.2.5 Level of Significance After Mitigation

Not Applicable.

3.3 Air Quality

3.3.1 Sources

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

- *DHS 109 Business Park Air Quality, GHG, and HRA Impact Analysis*, Ganddini Group Inc., May 29, 2019 (Appendix B).

3.3.2 Environmental Setting

Existing Conditions

Air quality conditions are the result of geographic setting and local and regional activities. Local development and growth, traffic, construction activities, and various site disturbances in the City and surrounding region result in the emission of air pollutants that affect the local air quality. Although air pollution is emitted from various sources locally, regional air quality emissions also have an effect on the local air quality. The proposed project is located within the Salton Sea Air Basin (SSAB). Air quality conditions are administered by the South Coast Air Quality Management District (SCAQMD).

Air quality in a given location is a function of the amount of pollutants emitted and dispersed, as well as the local climatic and geographic conditions, which may reduce or enhance the formation of pollutants. The SSAB portion of Riverside County is separated from the South Coast Air Basin region by the San Jacinto Mountains and from the Mojave Desert Air Basin to the east by the Little San Bernardino Mountains. During the summer, the SSAB is generally influenced by a Pacific Subtropical High Cell that sits off the coast, inhibiting cloud formation and encouraging daytime solar heating. The SSAB is rarely influenced by cold air masses moving south from Canada and Alaska, as these systems are weak and diffuse by the time they reach the desert. Most desert moisture arrives from infrequent warm, moist and unstable air masses from the south. The region averages between 3 and 7 inches of precipitation per year.

The Coachella Valley is a geographically and meteorologically unique area wholly contained within the SSAB. The region is currently impacted by significant air pollution levels caused by the transport of pollutants from coastal air basins to the west, primarily ozone, and locally generated inhalable particulate matter (PM₁₀). The mountains surrounding the regions isolate the Coachella Valley from coastal influences and create a hot and dry low-lying desert. As the desert heats up it draws cooler coastal air through the narrow San Gorgonio Pass, generating strong and sustained winds that cross the fluvial (water caused) and Aeolian (wind) erosion zones in the Valley. These strong winds suspend and transport large quantities of sand and dust, reducing visibility, damaging property, and constituting a significant health threat.

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The City, in relation to other areas in Southern California, has relatively good air quality. In the past few decades, however, noticeable deterioration of air quality has occurred due to increased development and population growth, traffic, construction activity, and various site disturbances. Air quality in Desert Hot Springs is also affected by the wind transporting sand and dust. It is apparent that although air pollution is emitted from various sources in the Coachella Valley, substantial degradation of air quality may be attributed primarily to sources outside of the Valley, such as pollutants originating from the South Coast Air Basin. For this reason, SCAQMD regulates air quality in the project site.

Regulatory Setting

Air quality is addressed through the efforts of federal, State, regional, and local government agencies. These agencies work jointly, as well as individually, to improve air quality through legislation, regulations, planning, policy-making, education, and a variety of programs. The agencies responsible for improving the air quality are briefly discussed here.

Federal

United States Environmental Protection Agency

The United States Environmental Protection Agency (EPA) is responsible for setting and enforcing the National Ambient Air Quality Standards (NAAQS) for atmospheric pollutants. It regulates emission sources that are under the exclusive authority of the federal government, such as aircraft, ships, and certain locomotives. The NAAQS pollutants were identified using medical evidence and are shown in Table 2, *State and Federal Criteria Pollutant Standards*.

As part of its enforcement responsibilities, the EPA requires each state with federal nonattainment areas to prepare and submit a State Implementation Plan (SIP) that demonstrates the means to attain the national standards. The SIP must integrate federal, state, and local components and regulations to identify specific measures to reduce pollution, using a combination of performance standards and market-based programs within the timeframe identified in the SIP.

Table 2 State and Federal Criteria Pollutant Standards

Air Pollutant	Concentration / Averaging Time		Most Relevant Effects
	California Standards	Federal Primary Standards	
Ozone (O3)	0.09 ppm/1-hour 0.07 ppm/8-hour	0.070 ppm/8-hour	(a) Decline in pulmonary function and localized lung edema in humans and animals; (b) Risk to public health implied by alterations in pulmonary morphology and host defense in animals; (c) Increased mortality risk; (d) Risk to public health implied by altered connective tissue metabolism and altered pulmonary morphology in animals after long- term exposures and pulmonary function decrements in

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Air Pollutant	Concentration / Averaging Time		Most Relevant Effects
	California Standards	Federal Primary Standards	
			chronically exposed humans; (e) Vegetation damage; and (f) Property damage.
Carbon Monoxide (CO)	20.0 ppm/1-hour 9.0 ppm/8-hour	35.0 ppm/1-hour 9.0 ppm/8-hour	(a) Aggravation of angina pectoris and other aspects of coronary heart disease; (b) Decreased exercise tolerance in persons with peripheral vascular disease and lung disease; (c) Impairment of central nervous system functions; and (d) Possible increased risk to fetuses.
Nitrogen Dioxide (NO ₂)	0.18 ppm/1-hour 0.03 ppm/annual	100 ppb/1-hour 0.053 ppm/annual	(a) Potential to aggravate chronic respiratory disease and respiratory symptoms in sensitive groups; (b) Risk to public health implied by pulmonary and extra-pulmonary biochemical and cellular changes and pulmonary structural changes; and (c) Contribution to atmospheric discoloration.
Sulfur Dioxide (SO ₂)	0.25 ppm/1-hour 0.04 ppm/24-hour	75 ppb/1-hour 0.14 ppm/24-hour	(a) Bronchoconstriction accompanied by symptoms which may include wheezing, shortness of breath and chest tightness, during exercise or physical activity in persons with asthma.
Suspended Particulate Matter (PM ₁₀)	50 µg/m ³ /24-hour 20 µg/m ³ /annual	150 µg/m ³ /24-hour	(a) Exacerbation of symptoms in sensitive patients with respiratory or cardiovascular disease; (b) Declines in pulmonary function growth in children; (c) Increased risk of premature death from heart or lung diseases in elderly.
Suspended Particulate Matter (PM _{2.5})	12 µg/m ³ / annual	35 µg/m ³ /24-hour 12 µg/m ³ /annual	
Sulfates	25 µg/m ³ /24-hour	No Federal Standards	(a) Decrease in ventilatory function; (b) Aggravation of asthmatic symptoms; (c) Aggravation of cardio-pulmonary disease; (d) Vegetation damage; (e) Degradation of visibility; (f) property damage.
Lead	1.5 µg/m ³ /30-day	0.15 µg/m ³ /3-month rolling	(a) Learning disabilities; (b) Impairment of blood formation and nerve conduction.

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Air Pollutant	Concentration / Averaging Time		Most Relevant Effects
	California Standards	Federal Primary Standards	
Visibility Reducing Particles	Extinction coefficient of 0.23 per kilometer-visibility of 10 miles or more due to particles when humidity is less than 70 percent.	No Federal Standards	Visibility impairment on days when relative humidity is less than 70 percent.

Notes: (1) Source: <http://www.arb.ca.gov/research/aaqs/aaqs2.pdf>.

As indicated in Table 3, *Salton Sea Air Basin Attainment Status*, the Coachella Valley-portion of the SSAB has been designated by the EPA as a non-attainment area for O₃ and particulate matter 10 microns or smaller in diameter (PM₁₀). Currently, the SSAB is in attainment with the ambient air quality standards for carbon monoxide (CO), lead, sulfur dioxide (SO₂), nitrogen dioxide (NO₂), and ultra-fine (2.5 microns or smaller in diameters) particulate matter (PM_{2.5}). On December 14, 2012, the EPA revised the primary annual PM_{2.5} NAAQS from 15 micrograms per cubic meter of air (µg/m³) to 12 µg/m³ and retained the 24 hour PM_{2.5} standard at 35 µg/m³ in order to provide increased protection for children, older adults, persons with pre-existing heart and lung disease and other at risk populations.

Table 3 Salton Sea Air Basin Attainment Status¹

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

Notes: (1) Source : California Air Resources Board December 2015.

Criteria Pollutants

The following air pollutants are collectively known as criteria air pollutants and are defined as those pollutants for which established air quality standards have been adopted by federal and State governments. The following provides a summary description of each criteria pollutant:

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Ozone (O₃)

Ozone is a gas formed when byproducts of the internal combustion engine and other urban processes, particularly nitrogen oxide (NO_x) and volatile organic compounds (VOC), react in the presence of ultraviolet sunlight. It is a pungent, colorless, toxic gas commonly referred to as smog.

Carbon Monoxide (CO)

Carbon monoxide is produced from the partial combustion of fossil fuels. EPA estimates that 85-95 percent of all CO emissions come from motor vehicle exhaust. CO contributes to the production of methane, ozone, and carbon dioxide. It is a colorless, odorless, and tasteless toxic gas that at high concentrations can contribute to heart disease, anemia, and impaired psychological behavior.

Nitrogen Oxide (NO_x)

Nitric oxide (NO) and NO₂ are the primary oxides of nitrogen that are considered criteria pollutants. NO_x emissions are byproducts from the operation of motor vehicles, power plants, and off-road equipment. Short-term exposure to nitrogen dioxide can result in airway constriction, diminished lung capacity, and is highly toxic by inhalation.

Sulfur Oxide (SO_x)

Sulfur oxides occur naturally from volcanic activity and are generated as a result of various industrial processes. The most common sulfur oxide compound is SO₂, which results from the combustion of high-sulfur content fuels, such as coal and petroleum. Sources include motor vehicle fuel combustion, fossil fuel power plants, chemical manufacturing plants, and sulfur recovery plants. Sulfur dioxide acts as an acid, can result in the formation of acid rain, and is a colorless, odorous gas.

Particulate Matter

Particulate matter (PM) of ten microns or smaller in diameter are referred to as PM₁₀, whereas PM_{2.5} consists of particles smaller than 2.5 microns. PM may be from soil and dust, soot and smoke, or aerosols, and is a byproduct of fuel combustion, tire wear, and wind erosion. Particles less than ten microns in diameter can enter the throat, nose, and lungs. Fine particulate matter poses a significant threat to public health and can cause increased respiratory infections, asthma attacks, and lung cancer.

Lead (Pb)

Lead occurs in the atmosphere from the manufacturing of batteries, paint, ink, and ammunition. Excessive exposure to airborne lead can lead to anemia, kidney disease, gastrointestinal dysfunction, and neuromuscular and neurological disorders.

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Volatile Organic Compounds (VOC)

VOCs are also known as Reactive Organic Gas (ROG). This class of pollutants have no state or federal ambient air quality standards and are not classified as criteria pollutants, however, they are regulated because they are responsible for contributing to the formation of ozone. They also contribute to higher PM₁₀ levels because they transform into organic aerosols when released into the atmosphere.

Other Pollutants

Toxic Air Contaminants

In addition to the above-listed criteria pollutants, toxic air contaminants (TACs) are another group of pollutants of concern. Sources of TACs include industrial processes such as petroleum refining and chrome plating operations, commercial operations such as gasoline stations and dry cleaners, and motor vehicle exhaust. Cars and trucks release at least forty different TACs. The most important of these TACs, in terms of health risk, are diesel particulates, benzene, formaldehyde, 1, 3-butadiene, and acetaldehyde. Public exposure to TACs can result from emissions from normal operations as well as from accidental releases. Health effects of TACs include cancer, birth defects, neurological damage, and death.

TACs are less pervasive in the urban atmosphere than criteria air pollutants, however they are linked to short-term (acute) or long-term (chronic or carcinogenic) adverse human health effects. There are hundreds of different types of TACs with varying degrees of toxicity. Sources of TACs include industrial processes, commercial operations (e.g., gasoline stations and dry cleaners), and motor vehicle exhaust.

According to the *2013 California Almanac of Emissions and Air Quality*, the majority of the estimated health risk from TACs can be attributed to relatively few compounds, the most important of which is diesel particulate matter (DPM). DPM is a subset of PM_{2.5} because the size of diesel particles are typically 2.5 microns and smaller. The identification of DPM as a TACs in 1998 led the California Air Resources Board (CARB) to adopt the Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-fueled Engines and Vehicles in September 2000. The plan's goals are a 75-percent reduction in DPM by 2010 and an 85-percent reduction by 2020 from the 2000 baseline. Diesel engines emit a complex mixture of air pollutants, composed of gaseous and solid material. The visible emissions in diesel exhaust are known as particulate matter or PM, which includes carbon particles or "soot". Diesel exhaust also contains a variety of harmful gases and over 40 other cancer-causing substances. California's identification of DPM as a TACs was based on its potential to cause cancer, premature deaths, and other health problems. Exposure to DPM is a health hazard, particularly to children whose lungs are still developing and the elderly who may have other serious health problems. Overall, diesel engine emissions are responsible for the majority of California's potential airborne cancer risk from combustion sources.

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Asbestos

Asbestos is listed as a TAC by the CARB and as a Hazardous Air Pollutant by the EPA. Asbestos occurs naturally in mineral formations and crushing or breaking these rocks, through construction or other means, can release asbestiform fibers into the air. Asbestos emissions can result from the sale or use of asbestos-containing materials, road surfacing with such materials, grading activities, and surface mining. The risk of disease is dependent upon the intensity and duration of exposure. When inhaled, asbestos fibers may remain in the lungs and with time may be linked to such diseases as asbestosis, lung cancer, and mesothelioma. Naturally occurring asbestos is not present in Riverside County. The nearest likely locations of naturally occurring asbestos, as identified in the *General Location Guide for Ultramafic Rocks in California* prepared by the California Division of Mines and Geology, is located in Santa Barbara County. Due to the distance to the nearest natural occurrences of asbestos, the project site is not likely to be affected by or contain asbestos.

State

California Air Resources Board

The CARB, which is a part of the California Environmental Protection Agency (California EPA), is responsible for the coordination and administration of both federal and state air pollution control programs within California. In this capacity, the CARB conducts research, sets the California Ambient Air Quality Standards (CAAQS), compiles emission inventories, develops suggested control measures, provides oversight of local programs, and prepares the State Implementation Plan (SIP). The CAAQS for criteria pollutants are shown in Table 2. In addition, the CARB establishes emission standards for motor vehicles sold in California, consumer products (e.g., hairspray, aerosol paints, and barbecue lighter fluid), and various types of commercial equipment. It also sets fuel specifications to further reduce vehicular emissions.

The SSAB has been designated by the CARB as a nonattainment area for ozone and PM₁₀. Currently, the SSAB is in attainment with the ambient air quality standards for CO, lead, SO₂, NO₂, and sulfates and is unclassified for visibility reducing particles (PM_{2.5}) and Hydrogen Sulfide.

On June 20, 2002, the CARB revised the PM₁₀ annual average standard to 20 µg/m³ and established an annual average standard for PM_{2.5} of 12 µg/m³. These standards were approved by the Office of Administrative Law in June 2003 and are now effective. On September 27, 2007 CARB approved the South Coast Air Basin and the Coachella Valley 2007 Air Quality Management Plan for Attaining the Federal 8-hour Ozone and PM_{2.5} Standards. The plan projects attainment for the 8-hour Ozone standard by 2024 and the PM_{2.5} standard by 2015.

On December 12, 2008 the CARB adopted Resolution 08-43, which limits NO_x, PM₁₀ and PM_{2.5} emissions from on-road diesel truck fleets that operate in California. On October 12, 2009 Executive Order R-09-010 was adopted that codified Resolution 08-43 into Section 2025, Title 13 of the

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California Code of Regulations. This regulation requires that by the year 2023 all commercial diesel trucks that operate in California shall meet model year 2010 (Tier 4) or latter emission standards. In the interim period, this regulation provides annual interim targets for fleet owners to meet. This regulation also provides a few exemptions including a onetime per year 3-day pass for trucks registered outside of California.

The CARB is also responsible for regulations pertaining to TACs. The Air Toxics “Hot Spots” Information and Assessment Act (AB 2588, 1987, Connelly) was enacted in 1987 as a means to establish a formal air toxics emission inventory risk quantification program. AB 2588, as amended, establishes a process that requires stationary sources to report the type and quantities of certain substances their facilities routinely release into the South Coast Air Basin. The data is ranked by high, intermediate, and low categories, which are determined by: the potency, toxicity, quantity, volume, and proximity of the facility to nearby receptors.

Regional

South Coast Air Quality Management District (SCQAMD)

The SCAQMD is the agency principally responsible for comprehensive air pollution control in the Coachella Valley. To that end, as a regional agency, SCAQMD works directly with the Southern California Association of Governments (SCAG), county transportation commissions, and local governments and cooperates actively with federal and state agencies. The SCAQMD defines a “sensitive receptor” as a land use such as residences, schools, childcare centers, athletic facilities, playgrounds, retirement homes and convalescent homes.

The 2016 Air Quality Management Plan (AQMP) includes both stationary and mobile source strategies to ensure that rapidly approaching attainment deadlines are met, that public health is protected to the maximum extent feasible, and that the region is not faced with burdensome sanctions if the Plan is not approved or if the NAAQS are not met on time. As with every AQMP, a comprehensive analysis of emissions, meteorology, atmospheric chemistry, regional growth projections, and the impact of existing control measures is updated with the latest data and methods. The most significant air quality challenge in the Basin is to reduce NO_x emissions sufficiently to meet the upcoming ozone standard deadlines. On March 23, 2017 CARB approved the 2016 AQMP. The primary goal of this AQMP is to meet clean air standards and protect public health, including ensuring benefits to environmental justice and disadvantaged communities. Now that the Plan has been approved by CARB, it has been forwarded to the EPA for its review. The Plan was approved by the EPA on June 15, 2017.

During construction and operation, development of the proposed project must comply with applicable rules and regulations as discussed below:

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SCAQMD Rule 201

A person shall not build, erect, install, alter or replace any equipment or agricultural permit unit, the use of which may cause the issuance of air contaminants or the use of which may eliminate, reduce or control the issuance of air contaminants without first obtaining written authorization for such construction from the Executive Officer. A permit to construct shall remain in effect until the permit to operate the equipment or agricultural permit unit for which the application was filed is granted or denied, or the application is canceled.

SCAQMD Rule 203

A person shall not operate or use any equipment or agricultural permit unit, the use of which may cause the issuance of air contaminants, or the use of which may reduce or control the issuance of air contaminants, without first obtaining a written permit to operate from the Executive Officer or except as provided in Rule 202. Furthermore, the equipment or agricultural permit unit shall not be operated contrary to the conditions specified in the permit to operate.

SCAQMD Rule 402

Prohibits a person from discharging from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.

SCAQMD Rule 403

Governs emissions of fugitive dust during construction and operation activities. Compliance with this rule is achieved through application of standard Best Management Practices, such as application of water or chemical stabilizers to disturbed soils, covering haul vehicles, restricting vehicle speeds on unpaved roads to 15 miles per hour (mph), sweeping loose dirt from paved site access roadways, cessation of construction activity when winds exceed 25 mph, and establishing a permanent ground cover on finished sites.

Rule 403 requires that fugitive dust be controlled with best available control measures so that the presence of such dust does not remain visible in the atmosphere beyond the property line of the emission source. In addition, SCAQMD Rule 403 requires implementation of dust suppression techniques to prevent fugitive dust from creating a nuisance off-site. Applicable dust suppression techniques from Rule 403 are summarized below. Implementation of these dust suppression techniques can reduce the fugitive dust generation (and thus the PM₁₀ component). Compliance with these rules would reduce impacts on nearby sensitive receptors. Rule 403 measures may include but are not limited to the following:

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- Apply nontoxic chemical soil stabilizers according to manufacturers' specifications to all inactive construction areas (previously graded areas inactive for 10 days or more).
- Water active sites at least three times daily. (Locations where grading is to occur will be thoroughly watered prior to earthmoving.)
- Cover all trucks hauling dirt, sand, soil, or other loose materials, or maintain at least 0.6 meters (2 feet) of freeboard (vertical space between the top of the load and top of the trailer) in accordance with the requirements of California Vehicle Code section 23114.
- Reduce traffic speeds on all unpaved roads to 15 mph or less.
- Suspension of all grading activities when wind speeds (including instantaneous wind gusts) exceed 25 mph.
- Bumper strips or similar best management practices shall be provided where vehicles enter and exit the construction site onto paved roads or wash off trucks and any equipment leaving the site each trip.
- Replanting disturbed areas as soon as practical.
- During all construction activities, construction contractors shall sweep on-site and off-site streets if silt is carried to adjacent public thoroughfares, to reduce the amount of PM on public streets. All sweepers shall be compliant with SCAQMD Rule 1186.1, Less Polluting Sweepers.

SCAQMD Rule 403.1 is supplemental to Rule 403 requirements and shall apply only to fugitive dust sources in the Coachella Valley.

(d) General Requirements of 403.1

(1) Any person who is responsible for any active operation, open storage pile, or disturbed surface area, and who seeks an exemption pursuant to Rule 403, paragraph (g)(2) shall be required to determine when wind speed conditions exceed 25 mph. The wind speed determination shall be based on either District forecasts or through use of an on-site anemometer as described in subdivision (g).

(2) Any person involved in active operations in the Coachella Valley Blowsand Zone shall stabilize new man-made deposits of bulk material within 24 hours of making such bulk material deposits. Stabilization procedures shall include one or more of the following: (A) Application of water to at least 70 percent of the surface area of any bulk material deposits at least 3 times for each day that there is evidence of wind driven fugitive dust; or (B) Application of chemical stabilizers in sufficient concentration so as to maintain a stabilized surface for a period of at least 6 months; or

(3) Installation of wind breaks of such design so as to reduce maximum wind gusts to less than 25 mph in the area of the bulk material deposits. (3) Any person involved in active operations in the Coachella Valley Blowsand Zone shall stabilize new deposits of bulk material originating from off-site undisturbed natural desert areas within 72 hours.

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Stabilization procedures shall include one or more of the following: (A) Application of water to at least 70 percent of the surface area of any bulk material deposits at least 3 times for each day that there is evidence of wind driven fugitive dust; or (B) Application of chemical stabilizers in sufficient concentration so as to maintain a stabilized surface for a period of at least six months.

(4) A person who conducts or authorizes the conducting of an active operation shall implement at least one of the control actions specified in Rule 403, Table 2 for the source category "Inactive Disturbed Surface Areas" to minimize wind driven fugitive dust from disturbed surface areas at such time when active operations have ceased for a period of at least 20 days.

(5) Any person involved in agricultural tilling or soil mulching activities shall cease such activities when wind speeds exceed 25 mph. The wind speed determination shall be based on either District forecasts or through use of an on-site anemometer as described in subdivision (g).

(e) Fugitive Dust Control Plan and Other Requirements for Construction Projects/Earth-Moving Activities

(1) Any person who conducts or authorizes the conducting of an active operation with a disturbed surface area of more than 5,000 square feet shall not initiate any earth-moving activities unless a fugitive dust control plan is prepared and approved by the Executive Officer in accordance with the requirements of subdivision (f) and the Rule 403.1 Implementation Handbook. These provisions shall not apply to active operations exempted by paragraph (i)(4).

(2) Any operator required to submit a fugitive dust control plan under paragraph (e)(1) shall maintain a complete copy of the approved fugitive dust control plan on-site in a conspicuous place at all times and the fugitive dust control plan must be provided upon request.

(3) Any operator required to submit a fugitive dust control plan under paragraph (e)(1) shall install and maintain signage with project contact information that meets the minimum standards of the Rule 403.1 Implementation Handbook prior to initiating any type of earth-moving activities.

(4) Any operator required to submit a fugitive dust control plan under paragraph (e)(1) for a project with a disturbed surface area of 50 or more acres shall have an Dust Control Supervisor that: (A) is employed by or contracted with the property owner or developer; and (B) is on-site or is available to be on-site within 30 minutes of initial contact; and (C) has the authority to expeditiously employ sufficient dust mitigation measures to ensure compliance with all Rule 403 and 403.1 requirements; and (D) has completed the AQMD Coachella Valley Fugitive Dust Control Class and has been issued a valid Certificate of Completion for the class.

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- (5) Failure to comply with any of the provisions of an approved fugitive dust control plan shall be a violation of this rule.

SCAQMD Rule 445

Prohibits permanently installed wood burning devices into any new development. A wood burning device means any fireplace, wood burning heater, or pellet-fueled wood heater, or any similarly enclosed, permanently installed, indoor or outdoor device burning any solid fuel for aesthetic or space-heating purposes, which has a heat input of less than one million British thermal units per hour.

SCAQMD Rule 481

Applies to all spray painting and spray coating operations and equipment. The rule states that a person shall not use or operate any spray painting or spray coating equipment unless one of the following conditions is met:

- (1) The spray coating equipment is operated inside a control enclosure, which is approved by the Executive Officer. Any control enclosure for which an application for permit for new construction, alteration, or change of ownership or location is submitted after the date of adoption of this rule shall be exhausted only through filters at a design face velocity not less than 100 feet per minute nor greater than 300 feet per minute, or through a water wash system designed to be equally effective for the purpose of air pollution control.
- (2) Coatings are applied with high-volume low-pressure, electrostatic and/or airless spray equipment.
- (3) An alternative method of coating application or control is used which has effectiveness equal to or greater than the equipment specified in the rule.

SCAQMD Rule 1108

Governs the sale, use, and manufacturing of asphalt and limits the VOC content in asphalt used in the South Coast Air Basin. This rule would regulate the VOC content of asphalt used during construction. Therefore, all asphalt used during construction of the proposed project must comply with SCAQMD Rule 1108.

SCAQMD Rule 1113

Governs the sale, use, and manufacturing of architectural coating and limits the VOC content in paints and paint solvents. This rule regulates the VOC content of paints available during construction. Therefore, all paints and solvents used during construction and operation of the proposed project must comply with SCAQMD Rule 1113.

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SCAQMD Rule 1134

Reduces emissions of oxides of nitrogen (NO_x) from stationary gas turbines. The provisions of this rule shall apply to all stationary gas turbines, 0.3 megawatt (MW) and larger. This rule does not apply to stationary gas turbines: subject to Rule 1135 – Emissions of Oxides of Nitrogen from Electricity Generating Facilities; located at petroleum refineries, landfills, or publicly owned treatment works; or fueled by landfill gas.

SCAQMD Rule 1143

Governs the manufacture, sale, and use of paint thinners and solvents used in thinning of coating materials, cleaning of coating application equipment, and other solvent cleaning operations by limiting their VOC content. This rule regulates the VOC content of solvents used during construction. Solvents used during the construction phase must comply with this rule.

SCAQMD Rule 1186

Limits the presence of fugitive dust on paved and unpaved roads and sets certification protocols and requirements for street sweepers that are under contract to provide sweeping services to any federal, state, county, agency or special district such as water, air, sanitation, transit, or school district.

SCAQMD Rule 1303

Governs the permitting of re-located or new major emission sources, requiring Best Available Control Measures and setting significance limits for PM₁₀ among other pollutants.

SCAQMD Rule 1401

New Source Review of Toxic Air Contaminants, specifies limits for maximum individual cancer risk, cancer burden, and non-cancer acute and chronic hazard index from new permit units, relocations, or modifications to existing permit units, which emit TACs.

SCAQMD Rule 2202

On-Road Motor Vehicle Mitigation Options, is to provide employers with a menu of options to reduce mobile source emissions generated from employee commutes, to comply with federal and state Clean Air Act requirements, Health & Safety Code Section 40458, and Section 182(d)(1)(B) of the federal Clean Air Act. It applies to any employer who employs 250 or more employees on a full or part-time basis at a worksite for a consecutive six-month period calculated as a monthly average.

Southern California Association of Governments (SCAG)

The SCAG is the regional planning agency for Los Angeles, Orange, Ventura, Riverside, San Bernardino and Imperial Counties and addresses regional issues relating to transportation, the economy, community development and the environment. The SCAG is the federally designated Metropolitan Planning Organization (MPO) for the majority of the southern California region and is the largest MPO

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in the nation. With respect to air quality planning, SCAG has prepared the Regional Transportation Plan and Regional Transportation Improvement Plan (RTIP), which addresses regional development and growth forecasts. These plans form the basis for the land use and transportation components of the AQMP, which are utilized in the preparation of air quality forecasts and in the consistency analysis included in the AQMP. The Regional Transportation Plan, Regional Transportation Improvement Plan, and AQMP are based on projections originating within the City and County General Plans.

Coachella Valley Model Dust Control Ordinance (see also SCAQMD Rule 403.1)

The Coachella Valley Dust Control Ordinance was designed to establish minimum requirements for construction and demolition activities and other specified sources in order to reduce man-made fugitive dust and corresponding PM₁₀ emissions. The Ordinance establishes rules associated with reducing fugitive dust emissions:

Section 400 Control Requirements

410. Work Practices – All Fugitive Dust Sources

1. No operator shall conduct any potential dust-generating activity on a site unless the operator utilizes one or more Coachella Valley Best Available Control Measures, as identified in the Coachella Valley Fugitive Dust Control Handbook for each fugitive dust source such that the applicable performance standards are met.
2. Any operator involved in any potential dust-generating activity on a site with a disturbed surface area greater than one acre shall, at a minimum, operate a water application system as identified in the Coachella Valley Fugitive Dust Control Handbook, if watering is the selected control measure.

Performance Standards and Test Methods

3. No person subject to the requirements contained in Section 410.1 shall cause or allow visible fugitive dust emissions to exceed 20 percent opacity or extend more than 100 feet either horizontally or vertically from the origin of a source or cross any property line.

420. Construction and Demolition Activities

1. Any operator applying for a grading permit, or a building permit for an activity with a disturbed surface area of more than 5,000 square feet, shall not initiate any earth-moving operations unless a Fugitive Dust Control Plan has been prepared pursuant to the provisions of the Coachella Valley Fugitive Dust Control Handbook and approved by the City.
2. A complete copy of the approved Fugitive Dust Control Plan must be kept on-site in a conspicuous place at all times and provided to the City and AQMD upon request.
4. Any operator involved in earth-moving operations shall implement at least one of the following short-term stabilization methods during non-working hours:

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- A. maintaining soils in a damp condition as determined by sight or touch; or
 - B. establishment of a stabilized surface through watering; or
 - C. application of a chemical dust suppressant in sufficient quantities and concentrations to maintain a stabilized surface.
5. Within 10 days of ceasing activity, an operator shall implement at least one of the following long- term stabilization techniques for any disturbed surface area where construction activities are not scheduled to occur for at least 30 days:
- A. revegetation that results in 75 percent ground coverage provided that an active watering system is in place at all times; or
 - B. establishment of a stabilized surface through watering with physical access restriction surrounding the area; or
 - C. use of chemical stabilizers to establish a stabilized surface with physical access restriction surrounding the area.
6. Any operator shall remove all bulk material track-out from any site access point onto any paved road open to through traffic:
- A. within one hour if such material extends for a cumulative distance of greater than 25 feet from any site access point; and
 - B. at the conclusion of each workday.
7. Any operator of a project with a disturbed surface area of five or more acres or of any project that involves the import or export of at least 100 cubic yards of bulk material per day shall install and maintain at least one of the following control measures at the intersection of each site entrance and any paved road open to through traffic with all vehicles exiting the site routed over the selected device(s):
- A. pad consisting of minimum one-inch washed gravel maintained in a clean condition to a depth of at least six inches and extending at least 30 feet wide and at least 50 feet long;
 - B. paved surface extending at least 100 feet and at least 20 feet wide; or
 - C. wheel shaker / wheel spreading device consisting of raised dividers (rails, pipe, or grates) at least three inches tall and at least six inches apart and 20 feet long; or
8. Any operator required to submit a Fugitive Dust Control Plan under Section 420.1 shall install and maintain project contact signage that meets the minimum standards of the Coachella Valley Fugitive Dust Control Handbook, including a 24-hour manned toll-free or local phone number, prior to initiating any type of earth-moving operations.

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9. Any operator of a project with a disturbed surface area of 50 or more acres shall have an Environmental Observer on the site or available on-site within 30 minutes of initial contact that:
 - A. is hired by the property owner or developer; and
 - B. has dust control as the sole or primary responsibility; and
 - C. has successfully completed the AQMD Coachella Valley Fugitive Dust Control Class and has been issued a Certificate of Completion for the class; and
 - D. is identified in the approved Fugitive Dust Control Plan as having the authority to immediately employ sufficient dust mitigation 24-hours per day, seven days a week and to ensure compliance with this ordinance, the approved Fugitive Dust Control Plan, and AQMD regulations.

Performance Standards and Test Methods

10. No operator required to submit a Fugitive Dust Control Plan under Section 420.1 shall cause or allow visible fugitive dust emissions to exceed 20 percent opacity or extend more than 100 feet either horizontally or vertically from the origin of a source or cross any property line.
11. Exceedance of the visible emissions prohibition in Section 420.10 occurring due to a high-wind episode shall constitute a violation of Section 420.10, unless the operator demonstrates to the City (County) all the following conditions:
 - A. all Fugitive Dust Control Plan measures or applicable Coachella Valley Best Available Control Measures were implemented and maintained on-site; and
 - B. the exceedance could not have been prevented by better application, implementation, operation, or maintenance of control measures; and
 - C. appropriate recordkeeping was compiled and retained in accordance with the requirements in Section 420.12 through 420.15; and
 - D. documentation of the high-wind episode on the day(s) in question is provided by appropriate records.

Reporting / Recordkeeping

Before Construction

12. The operator of a project with ten acres or more of earth-moving operations shall:
 - A. forward two copies of a Site-Specific, Stand Alone [8½ by 11-inch] Fugitive Dust Control Plan to the AQMD within ten days after approval by the City. [Note: A separate AQMD approval will not be issued]; and
 - B. notify the City and the AQMD at least 24-hours prior to initiating earth-moving operations.

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During Construction

13. Any operator involved in earth-moving operations shall compile and maintain for a period of not less than three years, daily self-inspection recordkeeping forms in accordance with the guidelines contained in the Coachella Valley Fugitive Dust Control Handbook.
14. Any operator involved in earth-moving operations that utilizes chemical dust suppressants for dust control on a site shall compile records indicating the type of product applied, vendor name, and the method, frequency, concentration, quantity and date(s) of application and shall retain such records for a period of not less than three years.

After Construction

15. Any operator subject to the provisions of Section 420.12 shall notify the City and the AQMD within ten days of the establishment of the finish grade or at the conclusion of the finished grading inspection.

430. *Disturbed Vacant Lands / Weed Abatement Activities*

1. Owners of property with a disturbed surface area greater than 5,000 square feet shall within 30 days of receiving official notice by the City prevent trespass through physical access restriction as permitted by the City.
2. In the event that implementation of Section 430.1 is not effective in establishing a stabilized surface within 45 days of restricting access, the owner shall implement at least one of the following long term stabilization techniques within an additional 15 days, unless the City has determined that the land has been restabilized:
 - A. uniformly apply and maintain surface gravel or chemical dust suppressants such that a stabilized surface is formed; or
 - B. begin restoring disturbed surfaces such that the vegetative cover and soil characteristics are similar to adjacent or nearby undisturbed native conditions. Such restoration control measure(s) must be maintained and reapplied, if necessary, such that a stabilized surface is formed within 8 months of the initial application.
3. Any operator conducting weed abatement activities on a site that results in a disturbed surface area of 5,000 or more square feet shall:
 - A. apply sufficient water before and during weed abatement activities such that the applicable performance standards are met.
 - B. ensure that the affected area is a stabilized surface once weed abatement activities have ceased.

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Performance Standards and Test Methods

4. No person subject to the provisions of Sections 430.1 through 430.3 shall cause or allow visible fugitive dust emissions to exceed 20 percent opacity, or extend more than 100 feet either horizontally or vertically from a source, or cross any property line, and shall either:
 - A. maintain a stabilized surface; or
 - B. maintain a threshold friction velocity for disturbed surface areas corrected for non-erodible elements of 100 centimeters per second or higher.

Reporting / Recordkeeping

5. Within 90 days of ordinance adoption, operators of property with disturbed surface area of 5,000 or more square feet shall notify the City of the location of such lands and provide owner contact information.
6. Any person subject to the provisions of Sections 430.1 through 403.3 shall compile and retain for a period of not less than three years, records indicating the name and contact person of all firms contracted with for dust mitigation, listing of dust control implements used on-site, and invoices from dust suppressant contractors/vendors.

460. Public or Private Paved Roads

1. Any owner of paved roads shall construct, or require to be constructed all new or widened paved roads in accordance with the following standards:
 - A. curbing in accordance with the American Association of State Highway and Transportation Officials guidelines or as an alternative, road shoulders paved or treated with chemical dust suppressants or washed gravel in accordance with the performance standards included in Section 440.4 with the following minimum widths:

Average Daily Trips	Minimum Shoulder Width
500 - 3,000	4 feet
3,000 or greater	8 feet

Section 500 Administrative Requirements

1. Any operator preparing a Fugitive Dust Control Plan shall complete the AQMD Coachella Valley Fugitive Dust Control Class and maintain a current valid Certificate of Completion.
2. At least one representative of each construction or demolition general contractor and subcontractor responsible for earth-movement operations shall complete the AQMD Coachella Valley Fugitive Dust Control Class and maintain a current valid Certificate of Completion.

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3. All reporting / recordkeeping required by Section 420 shall be provided to the City and AQMD representatives immediately upon request.
4. All reporting / recordkeeping required by Section 430 through Section 460 shall be provided to the City (County) and AQMD representatives within 24-hours of a written request.

Local - City of Desert Hot Springs

Local jurisdictions, such as the City, have the authority and responsibility to reduce air pollution through its police power and decision-making authority. It is the responsibility of the SCAQMD, the Coachella Valley Association of Governments (CVAG), and the City to monitor pollutant levels and regulate air pollution sources.

Monitored Air Quality

The air quality at any site is dependent on the regional air quality and local pollutant sources. Regional air quality is determined by the release of pollutants throughout the air basin. Estimates of the existing emissions in the Basin provided in the Final 2016 Air Quality Management Plan prepared by SCAQMD (March 2017) indicate that collectively, mobile sources account for 60 percent of the VOC, 90 percent of the NO_x emissions, 95 percent of the CO emissions and 34 percent of directly emitted PM_{2.5}, with another 13 percent of PM_{2.5} from road dust.

The EPA and the CARB designate air basins where ambient air quality standards are exceeded as “nonattainment” areas. If standards are met, the area is designated as an “attainment” area. If there is inadequate or inconclusive data to make a definitive attainment designation, they are considered “unclassified”. National nonattainment areas are further designated as marginal, moderate, serious, severe, or extreme as a function of deviation from standards. Each standard has a different definition, or ‘form’ of what constitutes attainment, based on specific air quality statistics. For example, the Federal 8-hour CO standard is not to be exceeded more than once per year; therefore, an area is in attainment of the CO standard if no more than one 8-hour ambient air monitoring values exceeds the threshold per year. In contrast, the Federal annual PM_{2.5} standard is met if the three-year average of the annual average PM_{2.5} concentration is less than or equal to the standard. Attainment status is shown in Table 4.

The local air quality can be evaluated by reviewing relevant air pollution concentrations near the project area. For evaluation purposes, the SCAQMD has divided the District into 36 Source Receptor Areas (SRAs), operating monitoring stations in most of the areas. These SRAs are designated to provide a general representation of the local meteorological, terrain, and air quality conditions within the particular geographical area. The proposed project is within Source Receptor Area 30, Coachella Valley. The SCAQMD operates two air monitoring stations in SRA 30, one in Indio, California, approximately 23.23 miles southeast of the project site and the other in Palm Springs, California,

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approximately 5.58 miles southwest of the project site. The Palm Springs monitoring station was used to collect monitoring data.

Table 4, Air Quality Monitoring Summary, summarizes 2015 through 2017 published monitoring data, which is the most recent 3-year period available. The data shows that during the past few years, the project area has exceeded the ozone and Particulate Matter (PM10) standards. However, it should be noted that due to the air monitoring station distance from the project site, recorded air pollution levels at the air monitoring station reflect with varying degrees of accuracy, local air quality conditions at the project site.

Table 4 Air Quality Monitoring Summary¹

Pollutant (Standard) ²		Year		
		2016	2017	2018
Ozone:	Maximum 1-Hour Concentration (ppm)	0.103	0.113	0.111
	Days > CAAQS (0.09 ppm)	6	18	11
	Maximum 8-Hour Concentration (ppm)	0.092	0.097	0.099
	Days > 2008 NAAQS (0.07 ppm)	46	57	56
	Days > CAAQS (0.070 ppm)	48	63	58
Carbon Monoxide:	Maximum 8-Hour Concentration (ppm)	*	*	*
	Days > CAAQS (9 ppm)	0	0	0
	Days > NAAQS (9 ppm)	0	0	0
Nitrogen Dioxide:	Maximum 1-Hour Concentration (ppm)	0.0426	0.0425	0.0426
	Days > CAAQS (0.18 ppm)	0	0	0
Inhalable Particulates (PM 10):	Maximum 24-Hour Concentration (µg/m3)	447.2	105.6	422.3
	Days > NAAQS (150 µg/m3)	1	0	2
	Days > CAAQS (50 µg/m3)	3	1	0
	Annual Average (µg/m3)	23.1	22.1	22.9
Ultra-Fine Particulates (PM 2.5):	Maximum 24-Hour Concentration (µg/m3)	14.7	14.5	30.2
	Days > NAAQS (35 µg/m3)	0	0	0
	Annual Average (µg/m3)	5.4	6	6

Notes: (1) Source: <http://www.arb.ca.gov/adam/topfour/topfour1.php>; Data from Palm Springs monitoring station unless otherwise noted; (2) CAAQS = California Ambient Air Quality Standard; NAAQS = National Ambient Air Quality Standard; ppm = parts per million; * Means there was insufficient data available to determine value.

Ozone

During the 2015 to 2017 monitoring period, the State 1-hour concentration standard for ozone was exceeded between three and nine days each year at the Palm Springs Station. The State 8-hour ozone standard has been exceeded between 48 and 51 days each year over the past three years at the Palm Springs Station. The Federal 8-hour ozone standard was exceeded between 46 and 57 days each year over the past three years at the Palm Springs Station.

Ozone is a secondary pollutant as it is not directly emitted. Ozone is the result of chemical reactions between other pollutants, most importantly hydrocarbons and NO₂, which occur only in the presence

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of bright sunlight. Pollutants emitted from upwind cities react during transport downwind to produce the oxidant concentrations experienced in the area. Many areas of the SCAQMD contribute to the ozone levels experienced at the monitoring station, with the more significant areas being those directly upwind.

Carbon Monoxide

Carbon monoxide (CO) is another important pollutant that is due mainly to motor vehicles. The Palms Springs Station did not record an exceedance of the state or federal 8-hour CO standard for the last three years.

Nitrogen Dioxide

The Palm Springs Station did not record an exceedance of the State or Federal NO₂ standards for the last three years.

Particulate Matter

During the 2015 to 2017 monitoring period, the State 24-hour concentration standards for PM₁₀ were exceeded between one and three days each year over the past three years at the Palm Springs Station. The Federal 24-hour concentration standards were exceeded for only one day each year in 2015 and 2016 over the past three years at the Palm Springs Station.

During the 2015 to 2017 monitoring period, the Federal 24-hour standards for PM_{2.5} were not exceeded at the Palm Springs Station.

According to the EPA, some people are much more sensitive than others to breathing fine particles (PM₁₀ and PM_{2.5}). People with influenza, chronic respiratory and cardiovascular diseases, and the elderly may suffer worsening illness and premature death due to breathing these fine particles. People with bronchitis can expect aggravated symptoms from breathing in fine particles. Children may experience decline in lung function due to breathing in PM₁₀ and PM_{2.5}. Other groups considered sensitive are smokers and people who cannot breathe well through their noses. Exercising athletes are also considered sensitive, because many breathe through their mouths during exercise.

Odor Impacts

The SCAQMD CEQA Handbook states that an odor impact would occur if a proposed project creates an odor nuisance pursuant to SCAQMD Rule 402, which states:

A person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.

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The provisions of this rule shall not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals.

If a proposed project results in violation of Rule 402 with regards to odor impacts, then the proposed project would create a significant odor impact.

Section 5.50.150 Odor Control of the City’s Municipal Code requires that facilities shall provide a sufficient odor absorbing ventilation and exhaust system so that odor generated inside the facility that is distinctive to its operation is not detected outside the facility, anywhere on adjacent property or public right-of-way, on or about any exterior or interior common area walkways, hallways, breezeways, foyers, lobby areas, or any other area available for common use by tenants or the visiting public, or within any other unit located within the same building as the facility.

3.3.3 Impacts

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

- a. **Less Than Significant with Mitigation Incorporated.** CEQA requires a discussion of inconsistencies between a proposed project and applicable General and Regional Plans (CEQA Guidelines Section 15125). The regional plan that applies to the proposed project includes the SCAQMD AQMP. Therefore, this section discusses potential inconsistencies of the proposed project with the AQMP.

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The pollutant reducing mechanisms in the AQMP are based, in part, on urban growth projections estimated by the SCAG. The SCAQMD CEQA Handbook identifies two key indicators of consistency:

1. Whether the proposed project would result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations or delay timely attainment of air quality standards or the interim emission reductions specified in the AQMP.
2. Whether the proposed project would exceed the assumption of the AQMP in 2016 or increments based on the year of proposed project build-out phase.

Criterion 1 – Increase in the Frequency or Severity of Violations

Based on the air quality modeling analysis contained in the *Air Quality, GHG, and HRA Impact Analysis* (Appendix B), short term proposed project-related construction activities would not exceed applicable regional thresholds of significance established by the SCAQMD. SCAQMD Rule 403.1 requires the proposed project to obtain and prepare a Fugitive Dust Control Plan. For localized emissions, the proposed project would not exceed applicable LSTs established by the SCAQMD. Furthermore, the proposed project would implement Mitigation Measure AQ-1, which will require for all architectural coatings applied to proposed project buildings to be limited to 30 grams per liter VOC and traffic paints to be limited to 100g/L VOC content. As such, with incorporation of Mitigation Measure AQ-1 and compliance with all applicable SCAQMD rules and regulations, proposed project construction-source emissions would not conflict with the SCAQMD AQMP. Proposed project construction source emissions would not cause or substantially contribute to violation of the CAAQS or NAAQS.

Based on the air quality modeling analysis contained in the *Air Quality, GHG, and HRA Impact Analysis* (Appendix B), long-term proposed project operations would not exceed applicable regional thresholds of significance established by the SCQMD and would not result in a significant cumulative impact. Proposed project operational-source emissions would not result in or cause a significant localized air quality impact. Additionally, proposed project-related trips would not cause or result in CO concentrations exceeding applicable state and/or federal standards

Therefore, with implementation of Mitigation Measure AQ-1 and compliance with all applicable SCAQMD rules and regulations discussed above, the proposed project would not exceed air pollutant concentration standards and is found to be consistent with the AQMP for Criterion 1. The proposed project would result in a less than significant impact, relative to Criterion 1, with mitigation measure AQ-1 incorporated.

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Criterion 2 – Exceed Assumptions in the AQMP

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

The City's General Plan land use and Zoning designations for the project site are Light Industrial (L-I). The proposed project will include the application for two CUPs to construct and operate under the L-I land use and Zoning designation. With adoption of the Master CUPs, the proposed project would not result in an inconsistency with the land use designation in the City's General Plan. Therefore, the proposed project is not anticipated to exceed the AQMP assumptions for the project site and is found to be consistent with the AQMP for the Criterion 2. Therefore, the proposed project would result in a less than significant impact, relative to Criterion 2.

b. Less Than Significant with Mitigation Incorporated.

Short Term Construction

Construction activities associated with development of the proposed project would have the potential to generate air emissions, toxic air contaminant emissions, and odor impacts. Assumptions for construction were obtained from the applicant. The proposed project would be constructed in four phases. Further information on the construction phasing can be found above in Section 2.1.3 of the Project Description. Construction equipment used are available in Appendix B of the *Air Quality, GHG and HRA Impact Analysis* (Appendix B).

Construction-Related Regional Impacts

Typical emission rates from construction activities were obtained from California Emissions Estimator Model (CalEEMod) Version 2016.3.2. CalEEMod is a computer model published by the SCAQMD for estimating air pollutant emissions. More information on the methodology used to calculate regional construction air emissions can be found in *Air Quality, GHG and HRA Impact Analysis*.

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Development within the project site will be required to comply with existing SCAQMD rules for the reduction of fugitive dust emissions. The SCAQMD Rules 403 and 403.1 establish these procedures. Compliance with these rules is achieved through application of standard Best Management Practices (BMPs) in construction and operation activities, such as through application of water or chemical stabilizers to disturbed soils, managing haul road dust by application of water, covering haul vehicles, restricting vehicle speeds on unpaved road to 15 mph, sweeping loose dirt from paved site access roadways, cessation of construction activity when winds exceed 25 mph and established a permanent and stabilizing ground cover on finished sites.

In addition, any operator applying for a grading permit, or a building permit for an activity with a disturbed surface area of more than 5,000 square feet, will not initiate any earth-moving operations unless a Fugitive Dust Control Plan has been prepared pursuant to the provisions of the Coachella Valley Fugitive Dust Control Handbook and approved by the City.

SCAQMD's Rule 403 and 403.1 minimum requirements require that the application of the best available dust control measures are used for all grading operations and include the application of water or other soil stabilizers in sufficient quantity to prevent the generation of visible dust plumes. Compliance with Rules 403 and 403.1 would require the use of water trucks during all phases where earth moving operations would occur.

Per SCAQMD Rule 1113 as amended on June 3, 2011, the architectural coatings applied to buildings after January 1, 2014 will be limited to an average of 50 grams per liter or less.

The phases of the construction activities which have been analyzed are: (1) grading, (2) building construction, (3) paving, and (4) application of architectural coatings. See CalEEMod Output in Appendix B of the *Air Quality, GHG and HRA Impact Analysis* for further details.

The construction-related criteria pollutant emissions are for Phases 1 through 4 of the proposed project are provided in Tables 5 through 8. As shown in Tables 5 through 8, none of the proposed project's emissions would exceed regional thresholds with implementation of Mitigation Measures AQ-1. Furthermore, Table 9 shows that the overlapping phases of construction would also not exceed regional thresholds. Therefore, with incorporation of Mitigation Measure AQ-1, a less than significant regional air quality impact would occur from construction of the proposed project.

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Table 5 Unmitigated Construction-Related Regional Pollutant Emissions - Phase 1¹

Activity		Pollutant Emissions (pounds/day)					
		ROG	NOx	CO	SO2	PM10*	PM2.5*
Grading	On-Site2	4.74	54.52	33.38	0.06	5.77	3.59
	Off-Site3	0.09	0.05	0.69	0.00	0.17	0.05
	Subtotal	4.83	54.57	34.07	0.06	5.93	3.64
Building Construction	On-Site2	2.93	26.60	22.39	0.03	1.67	1.57
	Off-Site3	4.10	31.16	30.20	0.12	7.65	2.22
	Subtotal	7.03	57.76	52.58	0.16	9.33	3.79
Paving	On-Site2	2.16	12.92	14.65	0.02	0.68	0.62
	Off-Site3	0.06	0.03	0.43	0.00	0.13	0.03
	Subtotal	2.22	12.95	15.08	0.02	0.80	0.66
Architectural Coating ⁴	On-Site2	28.35	1.53	1.82	0.00	0.09	0.09
	Off-Site3	0.56	0.31	4.12	0.01	1.21	0.33
	Subtotal	28.91	1.84	5.94	0.01	1.31	0.42
Total for overlapping phases ⁵		38.16	72.55	73.60	0.20	11.44	4.87
SCAQMD Thresholds		75	100	550	150	150	55
Exceeds Thresholds?		No	No	No	No	No	No
Off-Site Improvements							
Activity		Pollutant Emissions (pounds/day)					
		VOC	NOx	CO	SO2	PM10*	PM2.5*
Grading	On-Site2	3.18	36.59	19.75	0.04	4.97	2.87
	Off-Site3	0.09	0.05	0.69	0.00	0.17	0.05
	Total	3.27	36.64	20.44	0.04	5.14	2.91
Paving	On-Site2	3.05	15.24	14.66	0.02	0.82	0.76
	Off-Site3	0.07	0.04	0.52	0.00	0.13	0.03
	Total	3.11	15.28	15.18	0.02	0.95	0.79
Architectural Coating	On-Site2	17.65	1.84	1.84	0.00	0.13	0.13
	Off-Site3	0.17	0.10	1.31	0.00	0.32	0.09
	Total	17.82	1.94	3.15	0.01	0.45	0.22
Total of overlapping phases ⁶		22.65	91.22	54.50	0.10	11.08	6.55
SCAQMD Thresholds		75	100	550	150	150	55
Exceeds Thresholds		No	No	No	No	No	No

Notes:

(1) Source: CalEEMod Version 2016.3.2

On-site emissions from equipment operated on-site that is not operated on public roads. *On-site grading PM-10 and PM-2.5 emissions show mitigated values for fugitive dust

(2) for compliance with SCAQMD Rule 403.

(3) Off-site emissions from equipment operated on public roads.

(4) Emissions include mitigating architectural coatings to 30 g/L VOC for buildings and 100g/L for traffic markings.

(5) Construction, painting and paving phases may overlap.

(6) Construction of off-site improvements are anticipated to occur during grading and may overlap with the grading phase of the proposed project.

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Table 6 Unmitigated Construction-Related Regional Pollutant Emissions - Phase 2¹

Activity		Pollutant Emissions (pounds/day)					
		ROG	NOx	CO	SO2	PM10*	PM2.5*
Grading	On-Site2	4.19	46.40	30.88	0.06	5.37	3.23
	Off-Site3	0.08	0.04	0.57	0.00	0.17	0.05
	Subtotal	4.27	46.44	31.45	0.06	5.54	3.27
Building Construction	On-Site2	1.90	17.43	16.58	0.03	0.96	0.90
	Off-Site3	2.56	19.45	18.70	0.09	5.64	1.56
	Subtotal	4.46	36.88	35.28	0.12	6.60	2.46
Paving	On-Site2	2.14	10.19	14.58	0.02	0.51	0.47
	Off-Site3	0.05	0.03	0.36	0.00	0.13	0.03
	Subtotal	2.19	10.22	14.95	0.02	0.64	0.50
Architectural Coating ⁴	On-Site2	41.03	1.30	1.81	0.00	0.07	0.07
	Off-Site3	0.37	0.19	2.63	0.01	0.91	0.24
	Subtotal	41.40	1.49	4.44	0.01	0.98	0.32
Total for overlapping phases ⁵		48.05	48.59	54.67	0.15	8.22	3.28
SCAQMD Thresholds		75	100	550	150	150	55
Exceeds Thresholds?		No	No	No	No	No	No

Notes:

- (1) Source: CalEEMod Version 2016.3.2
- (2) On-site emissions from equipment operated on-site that is not operated on public roads. *On-site grading PM-10 and PM-2.5 emissions show
- (3) mitigated values for fugitive dust for compliance with SCAQMD Rule 403.
- (4) Off-site emissions from equipment operated on public roads.
- (5) Emissions include mitigating architectural coatings to 30 g/L VOC for buildings and 100g/L for traffic markings.
- (6) Construction, painting and paving phases may overlap.

Table 7 Unmitigated Construction-Related Regional Pollutant Emissions - Phase 3¹

Activity		Pollutant Emissions (pounds/day)					
		ROG	NOx	CO	SO2	PM10*	PM2.5*
Grading	On-Site2	3.32	34.52	28.05	0.06	4.81	2.71
	Off-Site3	0.07	0.04	0.49	0.00	0.17	0.05
	Subtotal	3.39	34.55	28.54	0.06	4.98	2.76
Building Construction	On-Site2	1.57	14.38	16.24	0.03	0.70	0.66
	Off-Site3	1.17	7.72	8.53	0.05	3.04	0.83
	Subtotal	2.74	22.11	24.77	0.07	3.74	1.49
Paving	On-Site2	1.66	8.58	14.58	0.02	0.42	0.39
	Off-Site3	0.05	0.02	0.32	0.00	0.13	0.03
	Subtotal	1.71	8.60	14.90	0.02	0.54	0.42
Architectural Coating ⁴	On-Site2	26.22	1.15	1.81	0.00	0.05	0.05
	Off-Site3	0.18	0.08	1.23	0.00	0.49	0.13
	Subtotal	26.39	1.23	3.03	0.01	0.54	0.18
Total for overlapping phases ⁵		30.85	31.94	42.70	0.10	4.82	2.09
SCAQMD Thresholds		75	100	550	150	150	55
Exceeds Thresholds?		No	No	No	No	No	No

Notes:

- (1) Source: CalEEMod Version 2016.3.2

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- (2) On-site emissions from equipment operated on-site that is not operated on public roads. *On-site grading PM-10 and PM-2.5 emissions show mitigated values
- (3) for fugitive dust for compliance with SCAQMD Rule 403.
- (4) Off-site emissions from equipment operated on public roads.
- (5) Emissions include mitigating architectural coatings to 30 g/L VOC for buildings and 100g/L for traffic markings.
- (6) Construction, painting and paving phases may overlap.

Table 8 Unmitigated Construction-Related Regional Pollutant Emissions - Phase 41

Activity		Pollutant Emissions (pounds/day)					
		ROG	NOx	CO	SO2	PM10*	PM2.5*
Grading	On-Site2	2.90	27.94	26.33	0.06	4.51	2.44
	Off-Site3	0.06	0.03	0.42	0.00	0.17	0.05
	Subtotal	2.96	27.97	26.75	0.06	4.68	2.49
Building Construction	On-Site2	1.37	12.47	16.08	0.03	0.53	0.50
	Off-Site3	1.30	9.31	9.25	0.05	3.74	1.03
	Subtotal	2.66	21.78	25.33	0.08	4.27	1.52
Paving	On-Site2	1.81	8.58	14.58	0.02	0.42	0.39
	Off-Site3	0.04	0.02	0.28	0.00	0.13	0.03
	Subtotal	1.85	8.60	14.85	0.02	0.54	0.42
Architectural Coating ⁴	On-Site2	26.87	1.15	1.81	0.00	0.05	0.05
	Off-Site3	0.20	0.09	1.33	0.00	0.61	0.16
	Subtotal	27.06	1.23	3.14	0.01	0.66	0.21
Total for overlapping phases ⁵		31.57	31.61	43.32	0.11	5.47	2.15
SCAQMD Thresholds		75	100	550	150	150	55
Exceeds Thresholds?		No	No	No	No	No	No

Notes:

- (1) Source: CalEEMod Version 2016.3.2
- (2) On-site emissions from equipment operated on-site that is not operated on public roads. *On-site grading PM-10 and PM-2.5 emissions show mitigated values for fugitive dust for compliance with SCAQMD Rule 403.
- (3) Off-site emissions from equipment operated on public roads.
- (4) Emissions include mitigating architectural coatings to 30 g/L VOC for buildings and 100g/L for traffic markings.
- (5) Construction, painting and paving phases may overlap

Table 9 Overlapping Construction-Related Regional Pollutant Emissions¹

Activity		Pollutant Emissions (pounds/day)					
		ROG	NOx	CO	SO2	PM10*	PM2.5*
Phase 1 Paving and Architectural Coating overlap with Phase 2 Grading	On-Site2	34.70	60.85	47.35	0.09	6.14	3.95
	Off-Site3	0.70	0.39	5.12	0.01	1.51	0.41
	Subtotal	35.40	61.23	52.47	0.10	7.65	4.35
Phase 1 Paving and Architectural Coating Overlap with Phase 2 Building Construction	On-Site2	32.41	31.88	33.05	0.05	1.73	1.62
	Off-Site3	3.18	19.79	4.91	0.10	6.98	1.92
	Subtotal	35.59	51.67	37.96	0.16	8.71	3.54
	On-Site2	44.35	35.82	29.86	0.07	4.88	2.78

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Activity		Pollutant Emissions (pounds/day)					
		ROG	NOx	CO	SO2	PM10*	PM2.5*
Phase 2 Architectural	Off-Site ³	0.44	0.22	3.11	0.01	1.08	0.29
Coating Overlaps with	Subtotal	44.79	36.04	32.98	0.07	5.96	3.07
Phase 3 Grading							
SCAQMD Thresholds		75	100	550	150	150	55
Exceeds Thresholds?		No	No	No	No	No	No

Notes:

- (1) Source: CalEEMod Version 2016.3.2
- (2) On-site emissions from equipment operated on-site that is not operated on public roads. *On-site grading PM-10 and PM-2.5 emissions show mitigated values for fugitive dust for compliance with SCAQMD Rule 403.
- (3) Off-site emissions from equipment operated on public roads.
- (4) Emissions include mitigating architectural coatings to 30 g/L VOC for buildings and 100g/L for traffic markings.
- (5) Construction, painting and paving phases may overlap.

Construction-Related Toxic Contaminant Impacts

The greatest potential for toxic air contaminant emissions would be related to diesel particulate emissions associated with heavy equipment operations during construction of development projects within the project site. The construction equipment would emit DPM, which is a carcinogen. However, the DPM emissions are short-term in nature. According to SCAQMD methodology, health effects from carcinogenic air toxics are usually described in terms of “individual cancer risk.” “Individual Cancer Risk” is the likelihood that a person exposed to concentrations of TACs for over a 30-year lifetime will contract cancer, based on the use of standard risk-assessment methodology. Construction activities for the proposed project would be intermittent and limited to a period of approximately two years. Thus, duration of construction activities would represent a fraction of the 30-year exposure period used as the basis for assessing the significant of carcinogenic risk exposure and, therefore, would not represent a source of sustained DPM emissions. Furthermore, construction-based PM emissions (including diesel exhaust emissions) would not exceed any local or regional thresholds. Therefore, the proposed project would result in less than significant short-term construction-related TAC impacts.

Long Term Operation

An analysis of the potential of long-term air quality impacts due to on-going operations is provided below.

Operations-Related Regional Air Quality Emissions

Criteria Pollutant Analysis

The operations-related criteria air quality impacts created by the proposed project have been analyzed through the use of the CalEEMod model. The operating emissions were based on the

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Year 2021 for Phase 1, 2023 for Phase 2, 2025 for Phase 3, and 2027 for Phase 4. The operations daily emissions printouts from the CalEEMod model for each Phase analyzed are provided in Appendix B of the *Air Quality, GHG, and HRA Impact Analysis*. The CalEEMod analyzes operational emissions from area sources, energy usage, and mobile sources, which are discussed below.

Mobile Sources

Mobile sources include emissions from the additional vehicle miles generated from the proposed project. The vehicle trips associated with the proposed project have been analyzed by inputting the proposed project-generated vehicular trips from the Traffic Impact Analysis (TIA) into the CalEEMod Model. The *Traffic Impact Analysis* found that the proposed project would create 3,146 vehicle trips per day (non-Passenger Car Equivalent (PCE)) and 3,665 vehicle trips per day (PCE). Trip generation rates include 4.96 trips per thousand square foot per day for the general light industrial use and 1.49 trips per thousand square foot per day for the industrial park (cannabis activity) use. The program then applies the emission factors for each trip which is provided by the EMFAC2014 model to determine the vehicular traffic pollutant emissions.

The *Traffic Impact Analysis* found that the proposed general light industrial use would create a total of 1,420 automobile round trips, 145 2-axle truck round trips, 71 3-axle truck round trips, and 172 4+-axle truck round trips per day (non-PCE) and the industrial park (cultivation activity) use would create a total of 1,272 automobile round trips and 67 2-axle truck round trips (non-PCE).

Area Sources

Area sources include emissions from hearths, consumer products, landscape equipment and architectural coatings. Landscape maintenance includes fuel combustion emissions from equipment such as lawn mowers, rototillers, shredders/grinders, blowers, trimmers, chain saws, and hedge trimmers, as well as air compressors, generators, and pumps. Because specifics were not known about the landscaping equipment fleet, CalEEMod defaults were used to estimate emissions from landscaping equipment. Per SCAQMD Rule 1113 as amended on June 3, 2011, the architectural coatings that would be applied after January 1, 2014 will be limited to an average of 50 grams per liter or less (Mitigation Measure AQ-1). The VOC content was mitigated to 10g/L VOC for buildings and 100g/L VOC for traffic striping.

Power and Reclamation Facility

The power and reclamation facility includes a combination of alternative energy source design features that will provide energy and reclamation services to the project site. The power and

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reclamation facility would use a combination natural gas fired turbines and reciprocal engines, while the proposed project's peak power generation will be done through a combination of thermal and photovoltaic (PV) solar arrays coupled with battery and thermal energy storage systems. The power and reclamation facility would also include chilled water and heating water loops to use the waste heat from the onsite power generation to provide heating and air conditioning through the use of absorption chilling for process and space cooling and heat transfer fluid to water heat-exchangers for space and process. In tandem with the solar panel carports, the power reclamation facility is anticipated to produce more energy than is needed for the proposed project. Further details regarding the power and reclamation facility are located within Appendix B of this IS/MND (*Air Quality, GHG, and HRA Impact Analysis*).

Energy Usage

Energy usage includes emissions from the generation of electricity and natural gas used on-site. Proposed project design features include: a power and reclamation facility, a total of 86,365,986 kWh of energy per year from solar located on building rooftops and parking area shade structures, and the operation of chillers from heat generation. These alternative energy source design features are anticipated to generate more energy than what is needed by the proposed project. The reductions from the proposed project design features are reported in the mitigated emissions in CalEEMod (see Appendix B of the *Air Quality, GHG, and HRA Impact Analysis*). In addition, the proposed project is anticipated to need 24,816,806.4 kWh of annual power consumption for the cultivation uses and 14,691,285.6 kWh of annual power consumption for the general light industrial uses.

Operations-Related Regional Impacts

The worst-case summer or winter criteria pollutant emissions created from the proposed project's long-term operations have been calculated and are shown below, for Phases 1 through 4, in Table 10, *Regional Operational Pollutant Emissions*. As shown in Table 10, none of the SCAQMD regional thresholds would be exceeded. Therefore, a less than significant regional air quality impact would occur from operation of the proposed project.

Furthermore, Table 23, *Overlapping Regional Construction and Operational Emissions* of the *Air Quality, GHG and HRA Impact Analysis*, shows that when maximum daily construction emissions (from the highest-emitting construction phases) are added to the unmitigated operational emissions of completed phases, the total emissions still meet SCAQMD thresholds. Therefore, a less than significant regional air quality impact would occur from operation of the proposed project.

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Table 10 Regional Operational Pollutant Emissions¹

Phase 1	Pollutant Emissions (pounds/day)					
Activity	ROG	NOx	CO	SO2	PM10	PM2.5
Area Sources ²	12.58	0.00	0.05	0.00	0.00	0.00
Energy Usage ³	0.10	0.93	0.78	0.01	0.07	0.07
Mobile Sources ⁴	1.48	7.38	13.37	0.05	3.69	1.01
Power Reclamation Facility Emissions ⁵	-	13.10	-	-	-	-
Total Emissions	14.17	21.41	14.20	0.05	3.76	1.08
SCAQMD Thresholds	75	100	550	150	150	55
Exceeds Threshold?	No	No	No	No	No	No
Phase 2	Pollutant Emissions (pounds/day)					
Activity	ROG	NOx	CO	SO2	PM10	PM2.5
Area Sources ²	12.35	0.00	0.05	0.00	0.00	0.00
Energy Usage ³	0.17	1.55	1.30	0.01	0.12	0.12
Mobile Sources ⁴	1.72	10.57	15.92	0.07	5.28	1.45
Power Reclamation Facility Emissions ⁵	-	13.10	-	-	-	-
Total Emissions	14.24	25.22	17.27	0.08	5.40	1.57
SCAQMD Thresholds	75	100	550	150	150	55
Exceeds Threshold?	No	No	No	No	No	No
Phase 3	Pollutant Emissions (pounds/day)					
Activity	ROG	NOx	CO	SO2	PM10	PM2.5
Area Sources ²	6.20	0.00	0.02	0.00	0.00	0.00
Energy Usage ³	0.09	0.78	0.65	0.00	0.06	0.06
Mobile Sources ⁴	0.77	4.97	7.04	0.03	2.64	0.72
Power Reclamation Facility Emissions ⁵	-	6.52	-	-	-	-
Total Emissions	7.06	12.26	7.71	0.04	2.70	0.78
SCAQMD Thresholds	75	100	550	150	150	55
Exceeds Threshold?	No	No	No	No	No	No

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Phase 4	Pollutant Emissions (pounds/day)					
Activity	ROG	NOx	CO	SO2	PM10	PM2.5
Area Sources ²	6.29	0.00	0.02	0.00	0.00	0.00
Energy Usage ³	0.09	0.78	0.65	0.00	0.06	0.06
Mobile Sources ⁴	0.70	4.68	6.30	0.03	2.64	0.72
Power Reclamation Facility Emissions ⁵	-	6.52	-	-	-	-
Total Emissions	7.08	11.97	6.97	0.04	2.70	0.78
SCAQMD Thresholds	75	100	550	150	150	55
Exceeds Threshold?	No	No	No	No	No	No
Total Emissions Phases 1 through 4 & Power Reclamation Facility	42.55	70.86	46.16	0.21	14.56	4.21
SCAQMD Thresholds	75	100	550	150	150	55
Exceeds Threshold?	No	No	No	No	No	No

Notes:

- (1) Source: CalEEMod Version 2016.3.2
- (2) Area sources consist of emissions from consumer products, architectural coatings, and landscaping equipment.
- (3) Energy usage consists of emissions from generation of electricity and on-site natural gas usage.
- (4) Mobile sources consist of emissions from vehicles and road dust.
- (5) Power plant emissions supplied per the applicant from Piles Consulting Services, LLC (January 2019).

Cumulative Impacts

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

The project area is out of attainment for ozone and in 2018 was out of attainment for PM₁₀. Construction and operation of cumulative projects will further degrade the local air quality, as well as the air quality of the Salton Sea portion of the South Coast Air Basin. The greatest cumulative impact on the quality of regional air cell would be the incremental addition of pollutants mainly from increased traffic volumes from residential, commercial, and industrial development and the use of heavy equipment and trucks associated with the construction of these projects. Air quality would be temporarily degraded during construction activities that occur separately or simultaneously. However, in accordance with the SCAQMD methodology, projects that do not exceed the SCAQMD criteria or can be mitigated to less than criteria levels

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are not significant and do not add to the overall cumulative impact. With respect to long-term emissions, the proposed project would result in a less than significant cumulative impact.

c. Less Than Significant with Mitigation Incorporated.

Construction-Related Local Impacts

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

Local Air Quality Impacts from Construction

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

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

As shown in Table 11, *Maximum of Number of Acres Disturbed Per Day*, the maximum number of acres disturbed in a day would be four acres during grading. Per the *Air Quality, GHG and HRA Impact Analysis*, the local air quality emissions from construction were analyzed using the SCAQMD’s Mass Rate Localized Significant Threshold Look-up Tables and the methodology described in Localized Significance Threshold (LST) Methodology, prepared by SCAQMD (revised July 2008). The Look-up Tables were developed by the SCAQMD in order to readily determine if the daily emissions of CO, NO_x, PM₁₀, and PM_{2.5} from the proposed project could result in a significant impact to the local air quality. The emission thresholds were based on the Coachella Valley SRA 30 and a disturbance of two acres per day, to be conservative. According to LST Methodology, any receptor located closer than 25 meters (82 feet) shall be based on the 25 meter thresholds. The nearest sensitive receptors

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are the existing residential uses located approximately 270 feet (~82 meters) to the southeast of the site. Therefore, to be conservative, the SCAQMD Look-up Tables for 50 meters was used. Table 12, *Local Construction Emissions at the Nearest Receptor*, shows the onsite emissions from the CalEEMod model for the different construction phases for Phases 1 through 4 and the LST emissions thresholds.

As shown in Table 12, with incorporation of Mitigation Measure AQ-1, which limits architectural coatings applied to buildings to 30 grams per liter VOC and paint striping to 100 g/L VOC, none of the analyzed criteria pollutants would exceed the calculated local emissions thresholds at the nearest sensitive receptors. Therefore, the proposed project would result in less than significant with Mitigation Measure AQ-1 incorporated.

Table 11 Maximum Number of Acres Disturbed Per Day¹

Activity	Equipment	Number	Acres/8hr-day	Total Acres
Off-Site Improvements				
Grading	Excavators	1	0.5	0.5
	Graders	1	0.5	0.5
	Rubber Tired Dozers	1	0.5	0.5
	Scrapers	1	1	1
	Tractors/Loaders/Backhoes	1	0.5	0.5
Total per phase		-	-	3

Phase 1				
Grading	Excavators	2	0.5	1
	Graders	1	0.5	0.5
	Rubber Tired Dozers	1	0.5	0.5
	Scrapers	2	1	2
	Tractors/Loaders/Backhoes	2	0.5	1
Total per phase		-	-	5

Phase 2				
Grading	Excavators	2	0.5	1
	Graders	1	0.5	0.5
	Rubber Tired Dozers	1	0.5	0.5
	Scrapers	2	1	2
	Tractors/Loaders/Backhoes	2	0.5	1
Total per phase		-	-	5

Phase 3				
Grading	Excavators	2	0.5	1
	Graders	1	0.5	0.5
	Rubber Tired Dozers	1	0.5	0.5
	Scrapers	2	1	2

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Phase 3				
	Tractors/Loaders/Backhoes	2	0.5	1
Total per phase		-	-	5

Phase 4				
Grading	Excavators	2	0.5	1
	Graders	1	0.5	0.5
	Rubber Tired Dozers	1	0.5	0.5
	Scrapers	2	1	2
	Tractors/Loaders/Backhoes	2	0.5	1
Total per phase		-	-	5

Notes: Source: South Coast AQMD Fact Sheet for Applying CalEEMod to Localized Significance Thresholds, 2011b

Table 12 Local Construction Emissions at the Nearest Receptors¹

Phase 1	On-Site Pollutant Emissions (pounds/day)			
Activity	NOx	CO	PM10	PM2.5
Grading	54.52	33.38	5.77	3.59
Building Construction	26.60	22.39	1.67	1.57
Paving	12.92	14.65	0.68	0.62
Architectural Coating	1.53	1.82	0.09	0.09
SCAQMD LST Threshold 2	340	3,237	44	11
Exceeds Threshold?	No	No	No	No

Phase 2	On-Site Pollutant Emissions (pounds/day)			
Activity	NOx	CO	PM10	PM2.5
Grading	46.40	30.88	5.37	3.23
Building Construction	17.43	16.58	0.96	0.90
Paving	10.19	14.58	0.51	0.47
Architectural Coating	1.30	1.81	0.07	0.07
SCAQMD LST Threshold 2	340	3,237	44	11
Exceeds Threshold?	No	No	No	No

Phase 3	On-Site Pollutant Emissions (pounds/day)			
Activity	NOx	CO	PM10	PM2.5
Grading	34.52	28.05	4.81	2.71
Building Construction	14.38	16.24	0.70	0.66
Paving	8.58	14.58	0.42	0.39
Architectural Coating	1.15	1.81	0.05	0.05
SCAQMD LST Threshold 2	340	3,237	44	11
Exceeds Threshold?	No	No	No	No

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Phase 4	On-Site Pollutant Emissions (pounds/day)			
Activity	NOx	CO	PM10	PM2.5
Grading	27.94	26.33	4.51	2.44
Building Construction	12.47	16.08	0.53	0.50
Paving	8.58	14.58	0.42	0.39
Architectural Coating	1.15	1.81	0.05	0.05
SCAQMD LST Threshold 2	340	3,237	44	11
Exceeds Threshold?	No	No	No	No

Notes: Source: Calculated from CalEEMod and SCAQMD's Mass Rate Look-up Tables for 5 acres at a distance of 50 m in Coachella Valley.

The closest receptor, a single-family detached residential dwelling unit, is located approximately 270 feet (~82 meters) southeast of the site. Therefore, to be conservative, the 50 meter threshold has been used.

Note: The proposed project will disturb up to a maximum of 5 acres a day during grading (see Table 12).

Construction-Related Toxic Air Contaminant Impacts

The greatest potential for local construction-related toxic air contaminant emissions would be related to diesel particulate emissions associated with heavy equipment operations during construction of the proposed project. According to SCAQMD methodology, health effects from carcinogenic air toxics are usually described in terms of “individual cancer risk”. “Individual Cancer Risk” is the likelihood that a person exposed to concentrations of TACs over a 30-year lifetime will contract cancer, based on the use of standard risk-assessment methodology. Given the relatively limited number of heavy-duty construction equipment and the short-term construction schedule, the proposed project would not result in a long-term (i.e., 30 years) substantial source of toxic air contaminant emissions and corresponding individual cancer risk. Furthermore, construction-based PM emissions (including diesel exhaust emissions) do not exceed any local or regional thresholds. Therefore, no significant short-term TACs impacts would occur during construction of the proposed project. Impacts would be less than significant.

Local Air Quality Impacts from Onsite Operations

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

Local CO Emission Impacts from Proposed Project-Generated Vehicular Trips

CO is the pollutant of major concern along roadways because the most notable source of CO is motor vehicles. For this reason, CO concentrations are usually indicative of the local air quality generated by a roadway network and are used as an indicator of potential local air quality impacts. Local air quality impacts can be assessed by comparing future without and

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with project CO levels to the State and Federal CO standards which were presented above in Section 5.

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

The analysis prepared for CO attainment in the South Coast Air Basin by the SCAQMD can be used to assist in evaluating the potential for CO exceedances in the South Coast Air Basin. CO attainment was thoroughly analyzed as part of the SCAQMD's 2003 Air Quality Management Plan (2003 AQMP) and the 1992 Federal Attainment Plan for Carbon Monoxide (1992 CO Plan). As discussed in the 1992 CO Plan, peak CO concentrations in the South Coast Air Basin are due to unusual meteorological and topographical conditions, and not due to the impact of particular intersections. Considering the region's unique meteorological conditions and the increasingly stringent CO emissions standards, CO modeling was performed as part of 1992 CO Plan and subsequent plan updates and air quality management plans. In the 1992 CO Plan, a CO hot spot analysis was conducted for four busy intersections in Los Angeles at the peak morning and afternoon time periods. The intersections evaluated included: South Long Beach Boulevard and Imperial Highway (Lynwood); Wilshire Boulevard and Veteran Avenue (Westwood); Sunset Boulevard and Highland Avenue (Hollywood); and La Cienega Boulevard and Century Boulevard (Inglewood). These analyses did not predict a violation of CO standards. The busiest intersection evaluated was that at Wilshire Boulevard and Veteran Avenue, which has a daily traffic volume of approximately 100,000 vehicles per day. The Los Angeles County Metropolitan Transportation Authority evaluated the LOS in the vicinity of the Wilshire Boulevard/Veteran Avenue intersection and found it to be LOS E during the morning peak hour and LOS F during the afternoon peak hour.

The *Traffic Impact Analysis* showed that the proposed project would generate a maximum of 3,146 trips per day (3,665 PCE trips). The intersection with the highest traffic volume is located at Palm Drive and Varner Road and has an Existing Plus Ambient Plus Project Plus Cumulative morning peak hour volume of 2,033 vehicles. The segment with the highest average daily trips (ADT) volume for the Existing Plus Ambient Plus Project Plus Cumulative scenario is Palm Drive from 2 Bunch Trails to Camino Campanero, which has 51,000 average daily trips. The 1992 Federal Attainment Plan for Carbon Monoxide (1992 CO Plan) showed that an intersection which has a daily traffic volume of approximately 100,000 vehicles per day would not violate the CO standard. Therefore, as the highest traffic volumes fall far short of 100,000 vehicles, no CO “hot spot” modeling was performed and no significant long-term air quality impact is

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anticipated to local air quality with the on-going use of the proposed project. Impacts would be less than significant.

Local Air Quality Impacts from Onsite Operations

Proposed project-related air emissions from onsite sources such as architectural coatings, landscaping equipment, onsite usage of natural gas appliances, as well as operation of vehicles onsite may have the potential to exceed the State and Federal air quality standards in the project vicinity, even though these pollutant emissions may not be significant enough to create a regional impact to the Salton Sea portion of the South Coast Air Basin. The nearest sensitive receptors that may be impacted by the proposed project are the residential dwelling units located adjacent to the north and southeast of the project site.

The local air quality emissions from on-site operations were analyzed according to the methodology described in Localized Significance Threshold Methodology (LST), prepared by SCAQMD, revised July 2008. The Look-up Tables were developed by the SCAQMD in order to readily determine if the daily emissions of CO, NO_x, PM₁₀, and PM_{2.5} from the proposed project could result in a significant impact to the local air quality. Per SCAQMD staff, the 5-acre Look-up Table, which is the largest site available, can be used as a conservative screening analysis for on-site operational emissions to determine whether more-detailed dispersion modeling would be necessary. The proposed project was analyzed based on the Coachella Valley SRA 30 and used the thresholds for a five-acre project site.

Table 13, *Local Operational Emissions at the Nearest Receptors*, shows the onsite emissions from the CalEEMod model that includes natural gas usage, landscape maintenance equipment, and vehicles operating on-site and the calculated emissions thresholds. Per LST methodology, mobile emissions include only onsite sources which equate to approximately 5 percent of the proposed project-related new mobile sources. The data provided in Table 13 shows that the on-going operations of the proposed project would not exceed SCAQMD local operational thresholds of significance. Therefore, on-going operations of the proposed project would create a less than significant operations-related impact to local air quality due to onsite emissions and no mitigation would be required. Impacts would be less than significant.

Table 13 Local Operational Emissions at the Nearest Receptors¹

Phase 1 On-Site Emission Source	On-Site Pollutant Emissions (pounds/day)			
	NO _x	CO	PM10	PM2.5
Area Sources ²	0.00	0.05	0.00	0.00
Energy Usage ³	0.93	0.78	0.07	0.07
Vehicle Emissions ⁴	1.48	2.67	0.74	0.20
Power Reclamation Facility Emissions ⁵	13.10	-	-	-

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Phase 1	On-Site Pollutant Emissions (pounds/day)			
Total Emissions	15.50	3.50	0.81	0.27
SCAQMD Thresholds⁵	340	3,237	11	3
Exceeds Threshold?	No	No	No	No
Phase 2	On-Site Pollutant Emissions (pounds/day)			
On-Site Emission Source	NOx	CO	PM10	PM2.5
Area Sources ²	0.00	0.05	0.00	0.00
Energy Usage ³	1.55	1.30	0.12	0.12
Vehicle Emissions ⁴	2.11	3.18	1.06	0.29
Power Reclamation Facility Emissions ⁵	13.10	-	-	-
Total Emissions	16.77	4.53	1.17	0.41
SCAQMD Thresholds⁵	340	3,237	11	3
Exceeds Threshold?	No	No	No	No
Phase 3	On-Site Pollutant Emissions (pounds/day)			
On-Site Emission Source	NOx	CO	PM10	PM2.5
Area Sources ²	0.00	0.02	0.00	0.00
Energy Usage ³	0.78	0.65	0.06	0.06
Vehicle Emissions ⁴	0.99	1.41	0.53	0.14
Power Reclamation Facility Emissions ⁵	6.52	-	-	-
Total Emissions	8.29	2.08	0.59	0.20
SCAQMD Thresholds⁵	340	3,237	11	3
Exceeds Threshold?	No	No	No	No
Phase 4	On-Site Pollutant Emissions (pounds/day)			
On-Site Emission Source	NOx	CO	PM10	PM2.5
Area Sources ²	0.00	0.02	0.00	0.00
Energy Usage ³	0.78	0.65	0.06	0.06
Vehicle Emissions ⁴	0.94	1.26	0.53	0.14
Power Reclamation Facility Emissions ⁵	6.52	-	-	-
Total Emissions	8.23	1.93	0.59	0.20
SCAQMD Thresholds⁵	340	3,237	11	3
Exceeds Threshold?	No	No	No	No

Notes:

- (1) Source: Calculated from CalEEMod and SCAQMD's Mass Rate Look-up Tables for 5 acres.
- (2) Area sources consist of emissions from consumer products, architectural coatings, and landscaping equipment.
- (3) ³ Energy usage consists of emissions from on-site natural gas usage.
- (4) On-site vehicular emissions based on 1/5 of the gross vehicular emissions and road dust.
- (5) The closest receptor, a single-family detached residential dwelling unit, is located approximately 270 feet (~82 meters) southeast of the site. Therefore, to be conservative, the 50 meter threshold has been used.
- (6) Power plant emissions supplied per the applicant from Piles Consulting Services, LLC (January 2019).

Diesel Emissions Health Risk Assessment

The on-going operation of the proposed project would generate toxic air contaminant emissions from diesel truck emissions created by the on-going operations of the proposed project. According to SCAQMD methodology, health effects from carcinogenic air toxics are

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usually described in terms of individual cancer risk. “Individual Cancer Risk” is the likelihood that a person exposed to concentrations of TACs over a 30-year lifetime will contract cancer, based on the use of revised Office of Environmental Health Hazard Assessment (OEHHA) risk-assessment methodology. As part of the *Air Quality, GHG, and HRA Impact Analysis*, a Diesel Emissions Health Risk Assessment (HRA) was conducted to assess potential local individual cancer risk as a result of on-going operation of the proposed project. Further details on the specific methodology utilized for the HRA are described in Section 8 of the *Air Quality, GHG and HRA Impact Analysis*.

A HRA requires the completion and interaction of four general steps:

1. Quantify project-generated TAC emissions.
2. Identify nearby ground-level receptor locations that may be affected by the emissions (including any special sensitive receptor locations such as residences, schools, hospitals, convalescent homes, and daycare centers).
3. Perform air dispersion modeling analyses to estimate ambient pollutant concentrations at each receptor location using project TAC emissions and representative meteorological data to define the transport and dispersion of those emissions in the atmosphere.
4. Characterize and compare the calculated health risks with the applicable health risk significance thresholds.

Estimation of Health Risks

Health risks from diesel are twofold. First, DPM is a carcinogen according to the State of California. Second, long-term chronic exposure to DPM can cause health effects to the respiratory system. Each of these risks are discussed below.

Cancer Risks

Per the *Air Quality, GHG and HRA Impact Analysis*, the inhalation dose for cancer risk assessment was calculated using the *Risk Assessment Guidelines: Guidance Manual for Preparation of Health Risk Assessments*, released by the Office of Health Hazard Assessment in February 2015 and formally adopted in March 2015.

The assessment of cancer-related health risk to sensitive receptors within the project vicinity is based on the following most-conservative scenario:

- an unborn child in its 3rd trimester is potentially exposed to DPM emissions (via exposure of the mother) during the opening year,
- that child is born opening year and then remains at home for the entire first two years of life

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- from age 2 to 16, the child remains at home 100 percent of the time
- from age 16 to 30, the child continues to live at home, growing into an adult that spends 73 percent of its time at home and lives there until age 30.

Based on the above, ultra-conservative assumptions, the 30.25-year, cumulative carcinogenic health risk (3rd trimester [-0.25 to 0 years] + infant [0-2 years] + child [2-16 years] + adult [16-30 years]) to an individual born during the opening year of the proposed project, and located in the project vicinity for the entire 30-year duration, is a maximum of 4.62 in a million, as shown in Table 32, *Cumulative Carcinogenic Risk 30.25-Year Exposure Scenario of the Air Quality, GHG and HRA Impact Analysis*.

As the residential cancer risk does not exceed 10 in a million, it is anticipated that any offsite worker risk (where the potential for exposure is only 8 hours instead of 24 hours per day) would also not exceed 10 in a million. Therefore, the on-going operations of the proposed project would result in a less than significant impact due to the cancer risk from diesel emissions created by the proposed project.

Non-Cancer Risks

The relationship for non-cancer health risks is given by the equation:

$$\text{HIDPM} = \text{CDPM}/\text{RELDPM}$$

Where,

HIDPM = Hazard Index; an expression of the potential for non-cancer health effects.

CDPM = Annual average diesel particulate matter concentration in $\mu\text{g}/\text{m}^3$.

RELDPM = Reference Exposure Level (REL) for diesel particulate matter; the diesel particulate matter concentration at which no adverse health effects are anticipated.

The non-carcinogenic hazards to residential adult, 3rd trimester, child and infant receptors are also detailed in Tables 28 through 31 of the *Air Quality, GHG and HRA Impact Analysis*. The RELDPM is $5 \mu\text{g}/\text{m}^3$. The Office of Environmental Health Hazard Assessment as protective for the respiratory system has established this concentration. Using the maximum DPM concentration for the opening year (2021), the resulting Hazard Index is

$$\text{HIDPM} = 0.0088/5 = 0.00176$$

The criterion for significance is a Hazard Index increase of 1.0 or greater. Therefore, the proposed project would have a less than significant impact due to the non-cancer risk from diesel emissions created by the proposed project.

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- d. **Less Than Significant.** The SCAQMD recommends that odor impacts be addressed in a qualitative manner. Such an analysis shall determine whether the proposed project would result in excessive nuisance odors, as defined under the California Health and Safety Code, and thus would constitute a public nuisance related to air quality.

Construction-Related Odor Impacts

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

Operations-Related Odor Impacts

Land uses typically considered associated with odors include wastewater treatment facilities, waste-disposal facilities, or agricultural operations. Potential sources of operational odors generated by the proposed project would include plant blossom odors and disposal of miscellaneous commercial refuse. As required by the City's Municipal Code Chapters 5.50 and 17.180, botanical cultivation activities are permitted only within enclosed facilities and its operations shall not be visible from the exterior of the facility. Further, botanical cultivation facilities shall provide the necessary odor control, ventilation, and filtration systems such that odors are not detectable outside of the cultivation facilities, or within the common use and office areas of the facilities. Consistent with City requirements, all proposed project-generated refuse would be stored in covered containers and removed at regular intervals in compliance with solid waste regulations, thereby precluding substantial generation of odors due to temporary holding of refuse on-site. Moreover, SCAQMD Rule 402 acts to prevent occurrences of odor nuisances. Therefore, with adherence to regulation, the proposed project would result in operational-source odor impacts that are less than significant.

3.3.4 Mitigation

Construction Mitigation Measures

- AQ-1** Architectural coatings applied to proposed project buildings are to be limited to 30 grams per liter VOC and traffic paints shall be limited to 100g/L VOC content

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Operational Mitigation Measures

No operational mitigation measures required.

3.3.5 Level of Significance After Mitigation

Implementation of Mitigation Measure AQ-1 would ensure potential impacts associated with the construction and operation of the proposed project would be reduced to less than significant.

3.4 Biological Resources

3.4.1 Sources

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

- *Biological Resource Assessment, Jurisdictional Delineation, Coachella Valley Multiple Species Habitat Conservation Plan Consistency Analysis DHS 109 Properties*, Jericho Systems Inc., September 17, 2019 (Appendix C).

3.4.2 Environmental Setting

Existing Conditions

The surrounding local area of the City is located at the northwestern entrance to the Coachella Valley and south of the Big Morongo Canyon Preserve. Average annual maximum temperatures typically peak at 108 degrees Fahrenheit (°F) in July and fall to an average annual minimum temperature of 43°F in December. The climate can be characterized as hot, dry summers and mild winters with an average annual rainfall of approximately five inches.

Hydrologically, the project site is within the Mission Creek Hydrologic Sub-area which comprises a 73,873-acre drainage area within the larger Little Morongo Creek-Morong Wash Watershed. The project site is situated in the Upper Coachella Valley Hills and Valley ecoregion, which is surrounded by mountains on nearly all sides, except in a southerly direction, which leads to agricultural lands and the Salton Sea.

The project site and surrounding area consists primarily of undeveloped open desert land, with the nearest structure, a residential dwelling unit, located approximately 270 feet south of the project site. Elevations within the project site range from approximately 890 feet-950 feet above mean sea level (AMSL), with the highest elevations located on the northwest section of the project site. Habitat on site and within the surrounding area is best described as Sonoran creosote bush scrub.

Assessment Methodology

In order to determine whether the project area supports special status or otherwise sensitive species and/or their habitat, and to address the potential impacts associated with the proposed project on such resources, a *Biological Resource Assessment* was conducted by Jericho Systems. Data regarding biological resources on the project site and surrounding area provided in the *Biological Resource Assessment* were obtained through literature review and field investigations. Prior to conducting the field surveys, species and habitat information was gathered from the reports related to the project area and relevant databases for the Desert Hot Springs and Seven Palms United States Geological

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Survey (USGS) quadrangles to determine which species and/or habitats would be expected to occur on the project site. These sources include:

- U.S. Fish and Wildlife (USFWS) threatened and endangered species occurrence GIS overlay;
- USFWS Information for Planning and Consultation System (IPaC);
- California Natural Diversity Database (CNDDDB) *Rarefind 5*;
- CNDDDB Biogeographic Information and Observation System (BIOS);
- California Native Plant Society Electronic Inventory (CNPSEI) database;
- Calflora Database;
- USDA Natural Resources Conservation Service (NRCS) Web Soil Survey;
- USFWS National Wetland Inventory;
- Environmental Protection Agency (EPA) Water Program “My Waters” data layers
- USFWS Designated Critical Habitat Maps

A biological resources field assessment was conducted for the proposed project on August 1, 3, and 6, 2019 with an emphasis on special-status flora and fauna species known to occur in the project area. Wildlife species were detected during field surveys by sight, calls, tracks, scat, or other signs. In addition to species observed, expected wildlife usage of the project site was determined per known habitat preferences of regional wildlife species and knowledge of their relative distributions. The focus of the faunal species surveys was to identify potential habitat for special status wildlife within the project area.

Jurisdictional Delineation

A jurisdictional delineation of the proposed project was conducted as part of the *Biological Resource Assessment* to evaluate the project area for the presence of riverine/riparian/wetland habitat and jurisdictional waters, such as Waters of the U.S. as regulated by the United States Army Corps of Engineers (USACE) and Regional Water Quality Control Board (RWQCB), and/or jurisdictional streambed and associated riparian habitat as regulated by the California Department of Fish and Wildlife (CDFW). The project site was assessed for indicators of active surface flow (presence of hydrophytic vegetation, staining, cracked soil, ponding, etc.). Potential wetland areas were assessed by searching for hydrophytes and depressions/ponded areas where water would likely collect. Plant species were identified and given an indicator status as prescribed in the 2016 National Wetland Plant List (Arid West Region).

The project site is bordered on the west by the Mission Creek channel and on the east by the Morongo wash. Jurisdictional waters do not occur within the project area. None of the following indicators are present onsite: riparian vegetation, facultative, facultative wet or obligate wet vegetation, harrow marks, sand bards shaped by water, racking, rilling, destruction of vegetation, defined bed and bank,

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distinct line between vegetation types, clear natural scour line, meander bars, mud cracks, staining, silt deposits, litter-organic debris. No jurisdictional waters were found to occur within the project site.

Existing Biological Resources

Habitat

Vegetation on the project site consists of *Larrea tridentate* Shrubland alliance with species including, creosote bush (*Larrea tridentate*), brittlebush (*Encelia farinose*), mustard (*Brassica tournefortii*), burrow weed (*Ambrosia dumosa*), burrobrush (*Ambrosia salsola*), and cholla (*Cylindropuntia ssp.* and *Schismus ssp.*).

Sensitive Species and Habitats

Per the CNDDDB, CNPSEI, and other relevant literature and databases, 34 sensitive species (14 plant, 19 vertebrate, 1 invertebrate) and two (2) sensitive habitats were identified within the *Desert Hot Springs* and *Seven Palms Valley* USGS 7.5-minute series quadrangle. Of the 34 sensitive species identified, a detailed discussion regarding the burrowing owl, Coachella Valley milk-vetch, and the Coachella Valley fringe-toed lizard is provided herein due to their presence having been determined and/or the project site is adjacent to core habitat as identified in the Coachella Valley Multiple Species Habitat Conservation Plan (CVMSHCP). This list of sensitive species and habitats includes any State – and/or federally-listed threatened or endangered species, California Fully Protected species, CDFW designated Species of Special Concern (SSC), and otherwise Special Animals. An analysis of the likelihood for occurrence of all CNDDDB, Information for Planning and Consultation (IPAC), and CNPSEI sensitive species documented is provided in Attachment A of the *Biological Resource Assessment*.

Burrowing owl

Burrowing owl (BUOW) is a ground-dwelling owl typically found in arid prairies, fields, and open areas where vegetation is sparse and low to the ground. BUOW are known to occur locally within suitable habitat areas. The BUOW depends on the presence of mammal burrows, such as ground squirrel burrows, to provide shelter from predators, inclement weather and to provide a nesting place. They are also known to make use of human-created structures, such as cement culverts and pipes, for burrows. They feed primarily on insects but will also take small rodents, birds, and reptiles. They are active during the day and night, generally observed in the early morning hours or at twilight. The breeding season for BUOW is February 1 through August 31. The BUOW is not listed under the State or Federal Endangered Species Act but is considered both a State and federal SSC. The BUOW is a protected by the international treaty under the Migratory Bird Treaty Act of 1918 and by State law under the California Fish and Game Code (CDFG Code #3513 and #3503.5).

Per the definition provided in the *2012 CDFG Staff Report on Burrowing Owl Mitigation*, “Burrowing owl habitat generally includes, but is not limited to, short or sparse vegetation (at least at some time

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of year), presence of burrows, burrow surrogates or presence of fossorial mammal dens, well-drained soils, and abundant and available prey” Therefore, the project site and immediate vicinity contains suitable habitat for this species for the following reasons:

- Presence of mammals on site that create burrows appropriate for BUOW.
- Vegetation on site is not dense with expanses of open ground.
- Soils are well-drained.

The presence of BUOW on the northeast corner of the project site was confirmed by Ms. Lawrey of Jericho Systems on May 12th and 13th, 2016 while conducting a focused BUOW survey walking transects spaced 30 meters apart and the CNDDDB shows detections of BUOW within the southwestern portion of the project site. Additionally, a general biological resources assessment that focused on special-status species known to occur in the area was conducted by Ms. Lawrey on August 1st, 3rd, and 6th, 2019. BUOW individuals were detected once again within the northeastern portion in the same locations as previously mapped in 2016. No new BUOW detections were made in the field assessment conducted in August 2019.

Coachella Valley milk-vetch

The Coachella Valley milk-vetch is a winter annual (sometimes perennial) herb in the *Astragalus* genus that grows in elevations from 200 feet to 2,100 feet in less than 25 locations within the Coachella Valley. The number of individual plants varies greatly depending on annual precipitation, which makes population numbers difficult to estimate. Coachella Valley milk-vetch grows erect up to 12 inches tall and can be identified by its silky, white hairs, pink/magenta flowers, two to four-inch leaves, and pear-shaped leaflets. It flowers from February to May and drops seed pods to the ground to be dispersed by wind. Coachella Valley milk-vetch is currently threatened by ongoing development within Coachella Valley and invasive species. Habitat includes dunes and sandy flats, along the disturbed margins of desert washes, in sandy soils in creosote bush scrub, and in course, sandy soils adjacent to roadsides. While the species grows in sand dunes, it is not a direct obligate. Therefore, the project site and immediate vicinity contain suitable habitat for this species for the following reasons:

- Creosote bush scrub with sandy soils occur on site
- The project site occurs adjacent to the Morongo Wash, and desert washes are also utilized as habitat for the species
- The project site occurs adjacent to existing roadsides, which are also utilized as a habitat for this species.

Coachella Valley milk-vetch has confirmed presence on/adjacent to the project site recorded in the CNDDDB from 2006. While conducting the BUOW focused surveys, the project site was also survey for Coachella Valley milk-vetch. This species was not found on site during survey in 2016 (as shown in

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Attachment B of the *Biological Resource Assessment* conducted by Jericho Systems) or in the field survey conducted by Jericho Systems in August 2019.

Coachella Valley fringe-toed lizard

The Coachella Valley fringe-toed lizard is a highly-specialized reptile adapted to fine sand habitats typically referred to as 'blow sands'. Enlarged scales on the lizard's feet help it travel along the loose sands it inhabits and are the origin of its name 'fringe-toed'. Coachella Valley fringe-toed lizard has a wedge-shaped nose to burrow through sands and specialized nostrils to allow it to breath under sand without inhaling particles. They hibernate through the winter and are active during daytime. When summer temperatures become too extreme, the Coachella Valley fringe-toed lizard will burrow into the sand as refuge from the heat and emerge during early morning and late evening.

Habitat onsite consists of creosote scrub with sandy soils. Per the CNDDDB, the project site is within a polygon confirmed for Coachella Valley fringe-toed lizard from 2013; however, this polygon is approximately 62 square miles and is nonspecific. No aspect of the project site supports the fine sand habitats required by this species. All soils onsite have been stabilized over time and no sand dunes exist. This species is presumed absent.

Nesting Birds and Raptors

The project site contains habitat for small mammals and reptiles. As such, the project site is suitable for use by raptors for foraging purposes. Additionally, the project site and immediate surrounding areas contain habitat suitable for nesting birds in general, including the shrubs on site.

Nesting birds are protected under the MBTA which provides protection for nesting birds that are both residents and migrants whether they are considered sensitive by resource agencies. The MBTA makes it unlawful to take, possess, buy, sell, purchase, or barter any migratory bird listed under 50 CFR 10, including feathers or other parts, nests, eggs, or products, except as allowed by implementing regulations (50 CFR 21). The direct injury or death of a migratory bird, due to construction activities or other construction-related disturbance that causes nest abandonment, nestling abandonment, or forced fledging would be considered take under federal law. The USFWS, in coordination with the CDFW administers the MBTA. The CDFW's authoritative nexus to MBTA is provided in FGC Sections 3503.5 which protects all birds of prey and their nests and the California Fish and Game Code, Section 3800 which protects all non-game birds that occur naturally in the State.

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Table 14 Table of Database Queries (CNDDDB, IPAC, CNPSEI)

Scientific Name	Common Name	Federal Status State Status Other Status	Habitat	Potential To Occur
Mammals				
<i>Chaetodipus fallax pallidus</i>	pallid San Diego pocket mouse	None None CDFW Species of Special Concern	Desert wash Pinon & juniper woodlands Sonoran desert scrub Desert border areas in eastern San Diego County in desert wash, desert scrub, desert succulent scrub, pinyon-juniper, etc. Sandy, herbaceous areas, usually in association with rocks or coarse gravel.	Desert habitat with sandy soils and nearby rocks are present on the project site. Species has a moderate potential to occur.
<i>Corynorhinus townsendii</i>	Townsend's big-eared bat	None None BLM Sensitive CDFW Species of Special Concern IUCN Least Concern USFS Sensitive WBWG High Priority	Broadleaved upland forest Chaparral Chenopod scrub Great Basin grassland Great Basin scrub Joshua tree woodland Lower montane coniferous forest Meadow & seep Mojavean desert scrub Riparian forest Riparian woodland Sonoran desert scrub Sonoran thorn woodland Upper montane coniferous forest Valley & foothill grassland Throughout California in a wide variety of habitats. Most common in mesic sites. Roosts in the open, hanging from walls and ceilings. Roosting sites limiting. Extremely sensitive to human disturbance.	No mines, caves, or structures that function as roosting habitat are within the project site. Potential to occur is low.
<i>Neotoma lepida intermedia</i>	San Diego desert woodrat	None None CDFW Species of Special Concern	Coastal scrub Coastal scrub of Southern California from San Diego County to San Luis Obispo County. Moderate to dense canopies preferred. They are particularly abundant in rock outcrops, rocky cliffs, and slopes.	Rock outcrops are within the project site, and the species is abundant in a variety of desert habitats. Species has a high potential to occur.
<i>Ovis canadensis nelsoni</i>	Peninsular Bighorn Sheep	Endangered Threatened CDFW Fully Protected USFS Sensitive BLM Sensitive	Alpine Alpine dwarf scrub Chaparral Chenopod scrub Great Basin scrub Mojavean desert scrub Montane dwarf scrub Pinon & juniper woodlands Riparian woodland Sonoran desert scrub Eastern slopes of the Peninsular Ranges below 4,600 ft elevation. This DPS of the	Habitat is not in upland area and no detections have occurred within a 3-mile radius (Figure 3). Potential to occur is low.

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Scientific Name	Common Name	Federal Status State Status Other Status	Habitat	Potential To Occur
			subspecies inhabits the Peninsular Ranges in southern California from the San Jacinto Mountains south to the US-Mexico International Border. Optimal habitat includes steep walled canyons and ridges bisected by rocky or sandy washes, with available water.	
<i>Ovis canadensis nelsoni pop. 2</i>	Peninsular bighorn sheep DPS	Endangered Threatened CDFW Fully Protected	Alpine Alpine dwarf scrub Chaparral Chenopod scrub Great Basin scrub Mojavean desert scrub Montane dwarf scrub Pinon & juniper woodlands Riparian woodland Sonoran desert scrub Eastern slopes of the Peninsular Ranges below 4,600 ft elevation. This DPS of the subspecies inhabits the Peninsular Ranges in southern California from the San Jacinto Mountains south to the US-Mexico International Border. Optimal habitat includes steep walled canyons and ridges bisected by rocky or sandy washes, with available water.	Habitat is not in upland area and no detections have occurred within a 3-mile radius (Figure 3). Potential to occur is low.
<i>Perognathus longimembris bangsi</i>	Palm Springs pocket mouse	None None BLM Sensitive CDFW Species of Special Concern	Desert wash Sonoran desert scrub Desert riparian, desert scrub, desert wash and sagebrush habitats. Most common in creosote-dominated desert scrub. Rarely found on rocky sites. Occurs in all canopy coverage classes.	Desert wash is within 500' of the project site, and creosote scrub is present on site. Species has a moderate potential to occur.
<i>Xerospermophilus tereticaudus chlorus</i>	Palm Springs round-tailed ground squirrel	None None BLM Sensitive CDFW Species of Special Concern	Chenopod scrub Sonoran desert scrub Restricted to the Coachella Valley. Prefers desert succulent scrub, desert wash, desert scrub, alkali scrub, and levees. Prefers open, flat, grassy areas in fine-textured, sandy soil. Density correlated with winter rainfall.	Desert scrub (creosote) with sandy soils occurs on the project site. Species has low to moderate potential to occur.
Birds				
<i>Aquila chrysaetos</i>	golden eagle	None None	Broadleaved upland forest Cismontane woodland Coastal prairie Great Basin grassland Great Basin scrub Lower	Montane habitat is not in the project

3 ENVIRONMENTAL EVALUATION

Scientific Name	Common Name	Federal Status State Status Other Status	Habitat	Potential To Occur
		BLM Sensitive CDF Sensitive CDFW Fully Protected CDFW Watch List IUCN Least Concern USFWS Birds of Conservation Concern	montane coniferous forest Pinon & juniper woodlands Upper montane coniferous forest Valley & foothill grassland Rolling foothills, mountain areas, sage-juniper flats, and desert. Cliff-walled canyons provide nesting habitat in most parts of range; also, large trees in open areas.	site. Potential to occur is low.
<i>Athene cunicularia</i>	burrowing owl	None None BLM Sensitive CDFW Species of Special Concern IUCN Least Concern USFWS Birds of Conservation Concern	Coastal prairie Coastal scrub Great Basin grassland Great Basin scrub Mojavean desert scrub Sonoran desert scrub Valley & foothill grassland Open, dry annual or perennial grasslands, deserts, and scrublands characterized by low-growing vegetation. Subterranean nester, dependent upon burrowing mammals, most notably, the California ground squirrel.	Open, dry habitat with well-drained soils and species is confirmed on site.
<i>Empidonax traillii extimus</i>	Southwestern Willow Flycatcher	Endangered Endangered NABCI Red Watch List	Riparian woodland with multiple canopy layers and slow-flowing waters. Riparian woodlands in Southern California.	Riparian woodland is not present on the project site. Potential to occur is low.
<i>Falco mexicanus</i>	prairie falcon	None None CDFW Watch List IUCN Least Concern USFWS Birds of Conservation Concern	Great Basin grassland Great Basin scrub Mojavean desert scrub Sonoran desert scrub Valley & foothill grassland Inhabits dry, open terrain, either level or hilly. Breeding sites located on cliffs. Forages far afield, even to marshlands and ocean shores.	Desert scrub with dry, open terrain occurs within the project site. Species has a moderate potential to occur.
<i>Toxostoma lecontei</i>	Le Conte's thrasher	None None CDFW Species of Special Concern IUCN Least Concern NABCI Red Watch List	Desert wash Mojavean desert scrub Sonoran desert scrub Desert resident; primarily of open desert wash, desert scrub, alkali desert scrub, and desert succulent scrub habitats. Commonly nests in a dense, spiny shrub or densely branched cactus in desert	Open desert scrub occurs on the project site. Species has a moderate potential to occur. Species was not observed during survey.

3 ENVIRONMENTAL EVALUATION

Scientific Name	Common Name	Federal Status State Status Other Status	Habitat	Potential To Occur
		USFWS Birds of Conservation Concern	wash habitat, usually 2-8 feet above ground.	
<i>Vireo bellii pusillus</i>	least Bell's vireo	Endangered Endangered IUCN Near Threatened NABCI Yellow Watch List	Riparian forest Riparian scrub Riparian woodland Summer resident of Southern California in low riparian in vicinity of water or in dry river bottoms; below 2000 ft. Nests placed along margins of bushes or on twigs projecting into pathways, usually willow, Baccharis, mesquite.	Riparian forest/scrub does not occur on the project site. Potential to occur is low.
Reptiles				
<i>Crotalus ruber</i>	red-diamond rattlesnake	None None CDFW Species of Special Concern USFS Sensitive	Chaparral Mojavean desert scrub Sonoran desert scrub Chaparral, woodland, grassland, & desert areas from coastal San Diego County to the eastern slopes of the mountains. Occurs in rocky areas and dense vegetation. Needs rodent burrows, cracks in rocks or surface cover objects.	Rocky areas are within the project site and scrub occurs on site. Species has a moderate potential to occur.
<i>Gopherus agassizii</i>	desert tortoise	Threatened Threatened IUCN Vulnerable	Joshua tree woodland Mojavean desert scrub Sonoran desert scrub Most common in desert scrub, desert wash, and Joshua tree habitats; occurs in almost every desert habitat. Require friable soil for burrow and nest construction. Creosote bush habitat with large annual wildflower blooms preferred.	Desert scrub occurs on site and desert wash occurs within 500'. Species has a low potential to occur.
<i>Phrynosoma blainvillii</i>	coast horned lizard	None None BLM Sensitive CDFW Species of Special Concern IUCN Least Concern	Chaparral Cismontane woodland Coastal bluff scrub Coastal scrub Desert wash Pinon & juniper woodlands Riparian scrub Riparian woodland Valley & foothill grassland Frequents a wide variety of habitats, most common in lowlands along sandy washes with scattered low bushes. Open areas for sunning, bushes for cover, patches of loose soil for burial, and abundant supply of ants and other insects.	Species is a habitat generalist. Species has a moderate to high potential to occur.

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Scientific Name	Common Name	Federal Status State Status Other Status	Habitat	Potential To Occur
<i>Phrynosoma mcallii</i>	flat-tailed horned lizard	None None BLM Sensitive CDFW Species of Special Concern IUCN Near Threatened	Desert dunes Mojavean desert scrub Sonoran desert scrub Restricted to desert washes and desert flats in central Riverside, eastern San Diego, and Imperial counties. Critical habitat element is fine sand, into which lizards burrow to avoid temperature extremes; requires vegetative cover and ants.	Desert wash exists within 500' of the project site, and slopes on site are relatively flat. Species has a moderate to high potential to occur.
<i>Uma inornata</i>	Coachella Valley fringe-toed lizard	Threatened Endangered IUCN Endangered	Desert dunes Desert wash Limited to sandy areas in the Coachella Valley, Riverside County. Requires fine, loose, windblown sand (for burrowing), interspersed with hardpan and widely-spaced desert shrubs.	Windblown sand is absent. Soils are stabilized on site. Species has a low potential to occur.
Insects				
<i>Stenopelmatus calhouni</i>	Coachella Valley jerusalem cricket	None None IUCN Vulnerable	Desert dunes Inhabits a small segment of the sand and dune areas of the Coachella Valley, in the vicinity of Palm Springs. Found in the large, undulating dunes piled up at the north base of Mt San Jacinto.	Dune habitat is not present on site. Potential to occur is low.
Plants				
<i>Abronia villosa var. aurita</i>	chaparral sand-verbena	None None 1B.1	Chaparral, Coastal scrub, Desert dunes Sandy soils 75-1600 m	Desert habitat with sandy soils occurs on the project site. Species has low potential to occur.
<i>Aloysia wrightii</i>	Wright's beebrush	None None 4.3	Joshua tree woodland, Pinyon and juniper woodland rocky, often carbonate 900-1600 m	Site elevations are ~330 m. Elevations are too low for species to occur. Potential to occur is low.
<i>Astragalus lentiginosus var. coachellae</i>	Coachella Valley milk-vetch	Endangered None 1B.2	Desert dunes Sonoran desert scrub Sonoran desert scrub, creosote scrub, desert dunes. Sandy flats, washes, outwash fans, sometimes on dunes. 35-695 m.	Creosote scrub with sandy soils occurs on the project site within USFWS-designated Critical Habitat and a

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Scientific Name	Common Name	Federal Status State Status Other Status	Habitat	Potential To Occur
				confirmed 2006 presence on site. Species has moderate potential to occur. Species was not observed during 2016 and 2019 surveys.
<i>Astragalus tricarinatus</i>	triple-ribbed milk-vetch	Endangered None 1B.2	Desert wash Joshua tree woodland Sonoran desert scrub Joshua tree woodland, Sonoran desert scrub. Hot, rocky slopes in canyons and along edge of boulder-strewn desert washes, with <i>Larrea</i> and <i>Encelia</i> . 455-1585 m.	Site elevations are ~330 m. Elevations are too low for species to occur. Potential to occur is low.
<i>Chorizanthe xanti</i> var. <i>leucotheca</i>	white-bracted spineflower	None None BLM Sensitive 1B.2 USFS Sensitive	Coastal scrub Mojavean desert scrub Pinon & juniper woodlands Mojavean desert scrub, pinyon and juniper woodland, coastal scrub (alluvial fans). Sandy or gravelly places. 365-1830 m.	Site occurs ~30 m lower than recorded occurrences; however, 30 m is a relatively small amount of altitude and habitat on site is desert scrub with sandy soils. Species has a low potential to occur.
<i>Dodecahem a leptoceras</i>	slender-horned spineflower	Endangered Endangered 1B.1	Chaparral Cismontane woodland Coastal scrub Chaparral, cismontane woodland, coastal scrub (alluvial fan sage scrub). Flood deposited terraces and washes; associates include <i>Encelia</i> , <i>Dalea</i> , <i>Lepidospartum</i> , etc. Sandy soils. 200-765 m.	Sage scrub does not occur on the project site. Potential to occur is low.
<i>Eriastrum harwoodii</i>	Harwood's eriastrum	None None BLM Sensitive 1B.2	Desert dunes. Sandy soils. 15-1100m.	Dune habitat is not present on site. Potential to occur is low.
<i>Eschscholzia androuxii</i>	Joshua Tree poppy	None None 4.3	Joshua tree woodland, Mojavean desert scrub Desert washes, flats, and slopes; sandy, gravelly, and/or rocky	Site elevations occur around 320 m. Site elevations occur

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Scientific Name	Common Name	Federal Status State Status Other Status	Habitat	Potential To Occur
			585-1685 m	lower than the plant has been recorded
<i>Euphorbia arizonica</i>	Arizona spurge	None None 2B.3	Sonoran desert scrub. Creosote bush scrub. Sandy soils. 150-900 m.	Creosote bush scrub occurs on the project site. Species has moderate potential to occur.
<i>Euphorbia misera</i>	cliff spurge	None None 2B.2	Coastal bluff scrub Coastal scrub Mojavean desert scrub Coastal bluff scrub, coastal scrub, Mojavean desert scrub. Rocky sites. 3-430 m.	Typical habitat association does not occur on site. Potential to occur is low.
<i>Linanthus maculatus ssp. maculatus</i>	Little San Bernardino Mtns. linanthus	None None BLM Sensitive 1B.2	Desert dunes Desert wash Joshua tree woodland Mojavean desert scrub Sonoran desert scrub Desert dunes, Sonoran desert scrub, Mojavean desert scrub, Joshua tree woodland. Sandy places. Usually in light-colored quartz sand; often in wash or bajada. 135-1220 m.	Desert scrub within 500' of desert wash occurs on the project site. Potential to occur is low.
<i>Mentzelia tricuspis</i>	spiny-hair blazing star	None None 2B.1	Mojavean desert scrub Mojavean desert scrub. Sandy or gravelly slopes and washes.150-1280 m.	Sandy soils in desert scrub occurs on the project site. Species has moderate to high potential to occur.
<i>Nemacaulis denudata var. gracilis</i>	slender cottonheads	None None 2B.2	Coastal dunes Desert dunes Sonoran desert scrub Coastal dunes, desert dunes, Sonoran desert scrub. In dunes or sand. -50-400 m.	Dune habitat is absent from the project site. Potential to occur is low.
<i>Selaginella eremophila</i>	desert spike-moss	None None 2B.2	Chaparral Sonoran desert scrub Sonoran desert scrub, chaparral. Shaded sites, gravelly soils; crevices or among rocks. 225-1570 m.	Sandy soils in desert scrub occurs on the project site. Potential to occur is low.
Habitats				
<i>Desert Fan Palm Oasis Woodland</i>	Desert Fan Palm Oasis Woodland	None None	Riparian woodland	Habitat does not occur within the project site.

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Scientific Name	Common Name	Federal Status State Status Other Status	Habitat	Potential To Occur
<i>Mesquite</i> <i>Bosque</i>	Mesquite Bosque	None None	Riparian forest	Habitat does not occur within the project site.

Regulatory Setting

Federal Endangered Species Act

The USFWS administers the Federal Endangered Species Act (FESA) of 1973. The FESA provides a legal mechanism for listing species as either threatened or endangered, and a process of protection for those species listed. Section 9 of the FESA prohibits "take" of threatened or endangered species. The term "take" means to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in such conduct. "Take" can include adverse modification of habitats used by a threatened or endangered species during any portion of its life history. Under the regulations of the FESA, the USFWS may authorize "take" when it is incidental to, but not the purpose of, an otherwise lawful act. Take authorization can be obtained under Section 7 or Section 10 of the FESA.

California Endangered Species Act

The CDFW, formerly California Department of Fish and Game, administers the California Endangered Species Act (CESA). The State of California considers an endangered species one whose prospects of survival and reproduction are in immediate jeopardy. A threatened species is one present in such small numbers throughout its range that it is likely to become an endangered species soon, in the absence of special protection or management. A rare species refers to California native plant species present in such small numbers throughout its range that it may become endangered if its present environment worsens. Further, all raptors and their nests are protected under Section 3503.5 of the California Fish and Game Code (FGC). Species that are fully protected include those protected by special legislation for various reasons, such as the California condor. SSC is an informal designation used by CDFW for some declining wildlife species that are not proposed for listing as threatened or endangered. This designation does not provide legal protection but signifies that these species are recognized as sensitive by CDFW. In order for a species to become listed as endangered or threatened, a native species or subspecies of a bird, mammal, fish, amphibian, reptile, or plant must be formally noticed by the Fish and Game Commission as being under review by the CDFW for which the Commission has published a notice of proposed regulation to add the species to either list.

Migratory Bird Treaty Act

Nesting birds are protected under the federal Migratory Bird Treaty Act (MBTA) of 1918 (16 U.S.C 703-711). The MBTA provides protection for nesting birds that are both residents and migrants

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

Coachella Valley Multiple Species Habitat Conservation Plan

The Coachella Valley Multiple Species Habitat Conservation Plan (CVMSHCP) is a joint regional planning effort of the USFWS, the CDFW, the Bureau of Land Management (BLM), the U.S. Forest Service (USFS), and the National Park Service (NPS), as well as Riverside County and most jurisdictions in the Coachella Valley, including the City. The proposed project is within the planning area for the CVMSHCP. This regional multi-agency conservation plan provides for the long-term conservation of approximately 240,000 acres of open space and 27 plant and animal species in the Coachella Valley. The stated overall goal of the CVMSHCP is, "...to enhance and maintain the biological diversity and ecosystem processes while allowing future economic growth." The CVMSHCP balances environmental protection and economic development objectives in the Plan area and simplifies compliance with endangered species laws.

The CVMSHCP is subdivided according to specific resource conservation goals that have been organized according to geographic areas defined as Conservation Areas that serve as natural habitat for covered species. These areas are identified as Core, Essential, or Other Conserved Habitat for special-status plant, invertebrate, amphibian, reptile, bird, and mammal species, Essential Ecological Process Areas, and Biological Corridors and Linkages. The CVMSHCP area is divided into Conservation Areas based on a combination of ecological and jurisdictional factors. Per the CVMSHCP, 90 percent of the land within the Conservation Area is to remain open space and 10 percent may be developed. For each Conservation Area, Conservation Objectives and required measures are articulated for conserving Core Habitat for covered species, Essential Ecological Processes necessary to maintain habitat viability, Biological Corridors and Linkages as needed, and the less common Conserved Natural Communities.

Conservation Goals are managed within the Conservation Areas as a Reserve System. The Conservation Goals of the CVMSHCP Reserve System are:

- Represent native ecosystem types or natural communities across their natural range of variation in a system of conserved areas.

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- Maintain or restore self-sustaining populations or metapopulations of the species included in the Plan to ensure permanent Conservation so that Take Authorization can be obtained for currently Listed Species (animal species) and Non-listed Species can be covered in case they are listed in the future.
- Sustain ecological and evolutionary processes necessary to maintain the functionality of the conserved natural communities and Habitats for the species included in the Plan.
- Maximize connectivity among populations and avoid Habitat fragmentation within Conservation Areas to conserve biological diversity, ecological balance, and connected populations of Covered Species.
- Minimize adverse impacts from Off Highway Vehicle (OHV) use, illegal dumping, edge effects, exotic species, and other disturbances in accordance with the Management and Monitoring Programs.
- Manage the Conservation Areas adaptively to be responsive to short-term and long-term environmental change and new science.

Under the CVMSHCP, a Take Authorization, except for three of the covered species, is allowed for covered activities in accordance with the federal ESA and the California Natural Community Conservation Planning Act. Covered activities include development permitted or approved by local permittees, which includes new projects approved pursuant to County and City general plans. Take activities are limited within Conservation Areas.

Mitigation for the impacts of development on the covered species and their habitats is through payment of a fee to the applicable individual jurisdiction, in this case the City, which is in turn used by the Coachella Valley Conservation Commission (CVCC) to minimize and mitigate impacts of the taking and provide for conservation of the covered and non-covered species through the acquisition and maintenance of habitat.

3.4.3 Impacts

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
BIOLOGICAL RESOURCES – Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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?				
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a. Less Than Significant Impact with Mitigation. The project site is completely vacant and consists of open desert land. Habitat onsite consists of creosote scrub with sandy soils. Per the *Biological Resources Assessment*, the presence of BUOW on the northeast corner of the project site was confirmed via field assessment conducted by Jericho Systems in 2016. The CNDDDB also identified detections of BUOW within the southwestern portion of the project site. However, no new BUOW detections were made during the general biological resource assessment conducted in August 2019. Mitigation Measure BIO-1 will require a pre-construction presence/absence survey for burrowing owl 14 to 30 days prior to ground disturbance and a second survey within 24 hours prior to ground-disturbing activities. Mitigation Measure BIO-2 will require a plan for avoidance or passive exclusion in coordination with the CDFW, if BUOW are documented within the proposed project impact area. If the survey is negative, the proposed project may proceed without further restrictions related to burrowing owls.

The project site is mapped within USFWS-designated critical habitat for Coachella Valley milk-vetch. The appropriate habitat for this species is creosote scrub, which is found present on the project site, and a review of the CNDDDB, has indicated that the Coachella Valley milk-vetch has a confirmed presence on/adjacent to the project site from 2006. However, this species was

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not found on site during the field assessments conducted in 2016 and 2019. Additionally, Coachella Valley milk-vetch is a Covered Species under the CVMSHCP; therefore, a focused survey is not required for this species. However, focused surveys for plant species that have a potential to occur that are not Covered Species under the CVMSHCP but are CNPS List 1 or 2 species are recommended. Therefore, Mitigation Measure BIO-3 would require a pre-construction survey for CNPS List 1 or 2 species in order to reduce any potential impacts to any sensitive plant species to less than significant.

Vegetation onsite does have the potential to support nesting birds and foraging raptors afforded protection under the MBTA. The proposed project could adversely affect raptors and other nesting birds if construction occurs while they are present or adjacent to the project site, through direct mortality or abandonment of nests. The loss of a nest due to construction activities would be a violation of the MBTA and CFGC 3503, and a potentially significant impact. As required by the MBTA and CFGC, implementation of Mitigation Measure BIO-4 will require a preconstruction nesting bird survey to mitigate any potential impacts to protected nesting bird species.

Therefore, with implementation of Mitigation Measure BIO-1, BIO-2, and BIO-3, and BIO-4 potential impacts from the proposed project on species identified as a candidate, sensitive or special status in local or regional plans, policies, or regulations, or by the CDFW or USFWS, would be reduced to less than significant.

- b. No Impact.** The project site is comprised of open desert land and is bordered on the west by the Mission Creek channel and on the east by the Morongo wash. As shown in Exhibit 3.4-1, *CVMSHCP Conservation Area Boundaries*, the Upper Mission Creek/Big Morongo Canyon and Willow Hole Conservation Area border the eastern and western boundaries of the project site, respectively, however no conservation areas are located within the project site boundaries. Per the *Biological Resources Assessment*, no riparian vegetation is present onsite. Therefore, there would be no impacts to riparian habitats or sensitive natural communities from implementation of the proposed project.
- c. No Impact.** As shown on Figure 5, *National Hydrography Dataset (NHD) Blueline Streams, Waterbodies, & Wetlands*, of the *Biological Resources Assessment*, no wetlands are located within the project site as defined by Section 404 of the Clean Water Act. Therefore, there would be no impact.
- d. Less Than Significant Impact with Mitigation Incorporated.** There are no existing Biological Corridors and Linkages dedicated by the CVMSHCP or the City's General Plan within the project site and surrounding area. The proposed project occurs within CVMSHCP boundaries but does not occur within a Conservation Area. However, as shown in Exhibit 3.4-1, CVMSHCP

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Conservation Area Boundaries, the Upper Mission Creek/Big Morongo Canyon and Willow Hole Conservation Area border the eastern and western boundaries of the proposed project respectively. Wildlife movement is currently affected by two existing east to west roads (15th Avenue and 16th Avenue) that act as barriers for north to south-oriented wildlife movement across the project site. Similarly, the I-10 Freeway to the south of the project site also acts as an existing barrier for wildlife movement coming from the south. East to west wildlife movement on the project site is currently prohibited by the existing barrier of the north-to-south road (Atlantic Avenue), east of the project site.

Nonetheless, adherence to CVMSHCP Land Use Adjacency Guidelines requirements and restrictions per Mitigation Measure BIO-6 would ensure impacts remain less than significant.

Therefore, impacts to wildlife movement from implementation of the proposed project would be less than significant, and no mitigation is required.

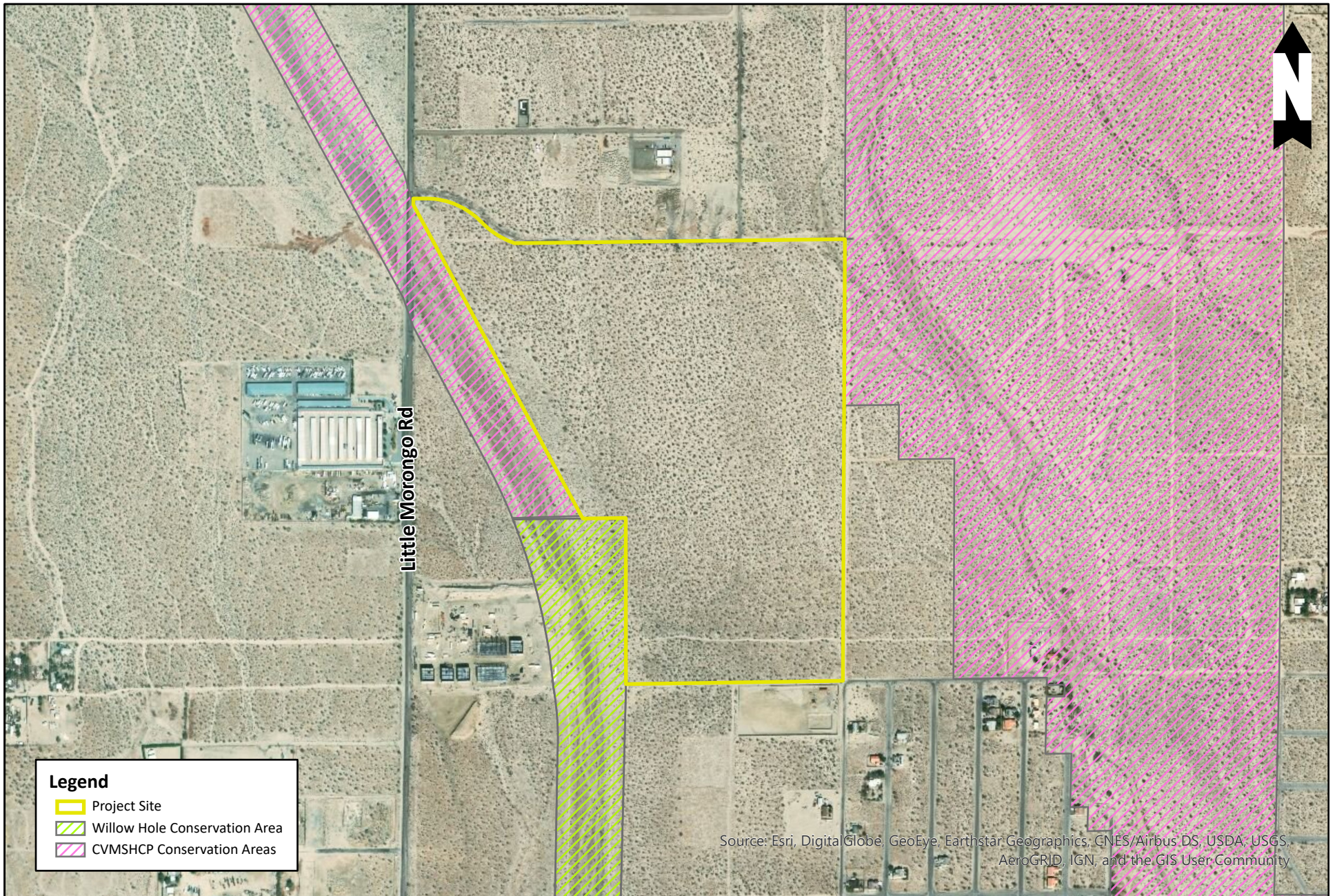
- e. **Less Than Significant Impact with Mitigation Incorporated.** The proposed project will adhere to the applicable goals, policies, and programs relevant to biological resources from the City's Comprehensive General Plan. The *Biological Resources Assessment* concluded that any suitable habitat for special status species on the project site would be mitigated through the payment of the CVMSHCP mitigation fee through Mitigation Measure BIO-5.

The proposed project occurs within CVMSHCP boundaries but does not occur within a Conservation Area. However, as shown in Exhibit 3.4-1, *CVMSHCP Conservation Area Boundaries*, the Upper Mission Creek/Big Morongo Canyon and Willow Hole Conservation Area border the eastern and western boundaries of the proposed project respectively. The proposed project is therefore outside of the jurisdiction for the Conservation Areas under the CVMSHCP, but is still subject to federal, State, and local regulations.

Nonetheless, adherence to CVMSHCP Land Use Adjacency Guidelines requirements and restrictions per Mitigation Measure BIO-6 would ensure impacts remain less than significant. Additionally, implementation of Mitigation Measure BIO-7 would ensure that the proposed project is in compliance with the CVMSCHP noise threshold.

Therefore, with implementation of Mitigation Measures BIO-5, BIO-6, and BIO-7, the proposed project would not conflict with any local policies or ordinances protecting biological resources and impacts would be reduced to less than significant.

- f. **Less Than Significant with Mitigation Incorporated.** As discussed in Section 3.4.3.e. above, the proposed project is within CVMHSCP boundaries but does not occur within a Conservation Area, however, is bordered by the Upper Mission Creek/Big Morongo and the Willow Hole Conservation Areas border the eastern and western boundaries of the project site. As such, the proposed project will be required to adhere to the CVMSHCP Land Use Adjacency



1 IN = 0.15 MI

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Guidelines during construction and for post construction operation of the proposed project per Mitigation Measure BIO-6.

Therefore, with implementation of Mitigation Measure BIO-6, the proposed project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. Thus, impacts would be reduced to less than significant with incorporation of Mitigation Measure BIO-6.

3.4.4 Mitigation

Mitigation Measures

- BIO-1** A qualified biologist(s) will conduct a pre-construction presence/absence survey for BUOW 14 to 30 days prior to ground disturbance and a second survey within 24 hours prior to ground-disturbing activities. If burrowing owl are documented within the Project impact area, a plan for avoidance or passive exclusion shall be made in coordination with the CDFW. If the survey is negative, the Project may proceed without further restrictions related to burrowing owls.
- BIO-2** If occupied BUOW habitat is found to be present on the project site, then a burrowing owl relocation plan shall be prepared and approved by the CDFW to passively relocate the BUOW.
- BIO-3** Due to the potential for CNPS List 1 or 2 species within the project site, preconstruction surveys for CNPS List 1 and 2 species shall be conducted prior to any earth work activities. These species include Arizona spurge (*Euphorbia arozonica*) and spiny-hair blazing star (*Mentzelia tricuspis*) and survey should occur between March and April. The surveys will be conducted according to the "Protocols for Surveying and Evaluating Impacts to Special Status and Native Plant Populations and Natural Communities" (CDFW 2018 or most recent version).
- BIO-4** Bird nesting season generally extends from February 1 through September 15 in southern California and specifically, April 15 through August 31 for migratory passerine birds. To avoid impacts to nesting birds (common and special status) during the nesting season, a qualified Avian Biologist will conduct pre-construction Nesting Bird Surveys (NBS) prior to proposed project-related disturbance to nestable vegetation to identify any active nests. If no active nests are found, no further action will be required. If an active nest is found, the qualified Avian Biologist will set appropriate no-work buffers around the nest which will be based upon the nesting species, its sensitivity to disturbance, nesting stage and expected types, intensity and duration of disturbance. The nests and buffer zones shall be field checked weekly by a qualified biological monitor. The approved no-work buffer zone

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shall be clearly marked in the field, within which no disturbance activity shall commence until the qualified biologist has determined the young birds have successfully fledged and the nest is inactive.

BIO-5 The Applicant shall pay a fee for the impacts of development on covered species and their habitats to the City to be used by the Coachella Valley Conservation Commission (CVCC) to minimize and mitigate impacts of taking and provide for conservation of the covered and non-covered species through the acquisition and maintenance of habitat.

BIO-6 The applicant shall implement the following CVMSHCP Land Use Adjacency Guidelines requirements and restrictions as listed below and shall be adhered to during construction and for post construction operation for any project within the project site that lies adjacent to Conservation Areas. The proposed project proponent shall coordinate with the Coachella Conservation Commission (CVCC) and CVCC staff shall review plans for all planning areas adjacent to the Conservation Area and determine whether the proposed improvements are consistent with the CVMSHCP.

- 1) *Drainage* – Proposed Development adjacent to or within a Conservation Area shall incorporate plans to ensure that the quantity and quality of runoff discharged to the adjacent Conservation Area is not altered in an adverse way when compared with existing conditions. Stormwater systems shall be designed to 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 Conservation Area.
- 2) *Toxics* – Land uses proposed adjacent to or within a Conservation Area that use chemicals or generate byproducts such as manure that are potentially toxic or may adversely affect wildlife and plant species, Habitat, or water quality shall incorporate measures to ensure that application of such chemicals does not result in any discharge to the adjacent Conservation Area.
- 3) *Lighting* – For proposed Development adjacent to or within a Conservation Area, lighting shall be shielded and directed toward the developed area. Landscape shielding or other appropriate methods shall be incorporated into proposed project designs to minimize the effects of lighting adjacent to or within the adjacent Conservation Area in accordance with the guidelines to be included in the Implementation Manual.
- 4) *Noise* – Proposed Development adjacent to or within a Conservation Area that generates noise in excess of 75 dBA Leq hourly shall incorporate setbacks, berms, or walls, as appropriate, to minimize the effects of noise on the adjacent Conservation Area in accordance with guidelines to be included in the Implementation Manual.
- 5) *Invasive* – Invasive, non-native plant species shall not be incorporated in the landscape for land uses adjacent to or within a Conservation Area. Landscape treatments within

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or adjacent to a Conservation Area shall incorporate native plant materials to the maximum extent feasible; recommended native species are listed in Table 4-112. The plants listed in Table 4-113 shall not be used within or adjacent to or within a Conservation area. The list may be amended from time to time through a Minor Amendment with Wildlife Agency Concurrence.

- 6) *Barriers* –Land uses adjacent to or within a Conservation Area shall incorporate barriers into individual project designs to minimize unauthorized public access, domestic animal predation, illegal trespass, or dumping in a Conservation Area. Such barriers may include native landscaping, rocks/boulders, fencing, walls and/or signage.
- 7) *Grading/Land Development* –Manufactured slopes associated with site Development shall not extend into adjacent land in a Conservation Area

BIO-7 A site specific final acoustical analysis is required once a final site specific site plan is made available in order to demonstrate compliance with the CVMSCHP noise threshold. If the results of the acoustical analysis conclude that proposed development will exceed acceptable noise levels, the proposed project shall be redesigned to ensure consistency with the CVMSHCP Adjacency noise requirements.

3.4.5 Level of Significance After Mitigation

Compliance with Mitigation Measures BIO-1 through BIO-7 listed within Section 3.4.4 (above) will ensure that impacts to biological resources will remain less than significant.

3.5 Cultural Resources

3.5.1 Sources

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

- *Update to Phase I Cultural Resources Survey*, CRM Tech, June 14, 2018 (Appendix D).

3.5.2 Environmental Setting

Background

The project site was previously included in a standard Phase I Cultural Resource Survey completed by CRM Tech in 2004 (see Attachment A of Appendix D), which covered additional land to the west of the current project site. The scope of that study also included a records search, historical background research, and a systematic field survey, but did not include consultation with Native American representatives.

The results of the 2004 Phase I Cultural Resource Survey (2004 Cultural Survey) indicated that no “historical resources” as defined by CEQA were present within the area surveyed. Therefore, CRM Tech recommended to the City a finding of “No Impact” regarding cultural resources. However, because the study is now 14 years old, an *Update to Phase I Cultural Resources Survey* was conducted in June 2018 to update, reexamine and confirm the findings of the 2004 Cultural Survey.

Existing Conditions

The project site is located in the Coachella Valley within the Colorado Desert geomorphic province. The Colorado Desert extends from the Mojave Desert to the north, the Colorado River on the east, the Peninsular Ranges on the west, and south into Mexico. Dominant features within the Colorado Desert include the Salton Trough; the Colorado River; and the Orocopia, Chocolate, Palo Verde, and Chuckwalla mountains. The Coachella Valley is located north of Imperial Valley, within the Salton Trough; a large structural depression that extends from the San Gorgonio Pass in the north to the Gulf of Mexico in the south.

Prehistoric Context

Based on the current regional knowledge of artifacts and habitation sites dating back approximately 12,000 years, archaeologists have divided the pre-European epoch into five periods: Early Man Period, Paleo-Indian Period, Early Archaic Period, Late Archaic Period, and the Late Prehistoric period. Due to the nature and temporal assignment of archaeological sites identified within a one-mile radius of the project site, the prehistoric cultural setting discussed below begins at the Late Prehistoric period.

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The Late Prehistoric period (circa 1,200 to 200 years before present) in the Colorado Desert is marked by the introduction of new artifact types and technological innovations of the previous Amargosa Period of the Late Archaic and defined as the Patayan Pattern. This period is characterized by the introduction of ceramics, including, Tizon Brown Ware from the Peninsular Ranges, Colorado Buff Wares from the Colorado River region, and the Salton Buff Ware from the Lake Cahuilla shoreline.

The Patayan Pattern is typified by several differing settlement and subsistence systems. Dispersed seasonal settlements known as Rancherías, were found along the Colorado River. These settlements were composed of *jacal* (i.e., adobe style) structures, semi-subterranean pit houses, *ramadas*, or brush huts, depending on the season and types of settlement. Larger Rancherías would disperse to upper terraces of the Colorado River and to special collection areas during the summer months, coinciding with the flood phase of the river, returning to the lower terraces for plant harvesting. At the eastern base of the Peninsular Ranges, the settlement pattern was typified by dispersed Rancherías or villages situated at the mouths of canyons supporting perennial streams, at the base of alluvial fans near springs, or down on the valley floor where a shallow water table allowed wells to be dug (i.e., Indian Wells). In addition to these sites, specialized sites were located in all of the micro-environmental zones that were exploited seasonally. Archaeologically, these specialized sites can range in characteristics from bedrock milling features and pot-drops along trails; to chipping stations and quarries; to temporary camps, containing bone, shell, ceramics, flaked and ground stone tools; and ornamental items such as bead and pendants, as well as other occupational debris.

Historic Context

In 1823-1825, José Romero, José Maria Estudillo, and Romualdo Pacheco, leading a series of expeditions in search of a route to Yuma, became the first noted European explorers to travel through the Coachella Valley. However, due to its harsh environment, few non-Indians ventured into the desert valley during the Mexican and early American periods, except those who traveled across it along the established trails. The most important among these trails was the Cocomaricopa Trail, an ancient Indian trading route that was "discovered" in 1862 by William David Bradshaw and became known after that as the Bradshaw Trail. In much of the Coachella Valley, this historic wagon road traversed a similar course to that of present-day Highway 111. During the 1860s-1870s, the Bradshaw Trail served as the main thoroughfare between coastal southern California and the Colorado River, until the completion of the Southern Pacific Railroad in 1876-1877 brought an end to its heyday. Non-Indian settlement in the Coachella Valley began in the 1870s, with the establishment of railroad stations along the Southern Pacific Railroad, and spread further in the 1880s, after public land was opened for claims under the Homestead Act, the Desert Land Act, and other federal land laws. Farming became the dominant economic activity in the valley, thanks to the development of underground water sources, often in the form of artesian wells. But it was not until the completion of the Coachella Canal in 1948-1949 that farmers in the arid region obtained an adequate and reliable water supply. The main agricultural staple in the Coachella Valley, the date palm, was first introduced

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around the turn of the century. By the late 1910s, the date palm industry had firmly established itself, giving the region its celebrated image of "the Arabia of America." Starting in the 1920s, a new industry, featuring equestrian camps, resort hotels, and eventually country clubs, gradually spread throughout the Coachella Valley, and since then transformed it into southern California's leading winter retreat.

The present-day City is among the communities that were largely developed by the Coachella Valley's resort industry. Although sporadic settlement took place in the vicinity as early as 1908, the City owes much of its early development to the abundance of hot mineral water along the San Andreas fault line. J. W. Coffey, who subdivided the Desert Hot Springs townsite in 1933, is also credited with first tapping into the hot mineral water for commercial use by drilling a 300-foot well (Gunther 1984:151). Advertised in the early and mid-20th century primarily for its potential for health spas and convalescent homes, Desert Hot Springs saw sufficient growth by 1944 to warrant the establishment of a post office. After a further growth spurt during the post-WWII boom, Desert Hot Springs incorporated as a City in 1963.

Regulatory Setting

California Environmental Quality Act

The proposed project is subject to compliance with the CEQA, as amended. Therefore, cultural resources management work conducted as part of the proposed project shall comply with the CEQA Statutes and Guidelines, which directed lead agencies to first determine whether a cultural resource is a "historical resource defined as a resource. A project with an effect that may cause a substantial adverse change in the significance of a historical resource is a project that may have a significant effect on the environment.

Generally, a cultural resource shall be considered "historically significant" if the resource is 45 years old or older, possesses integrity of location, design, setting, materials, workmanship, feeling, and association, and meets the requirements for listing on the California Register of Historical Resources (CRHR) under any one of the following criteria:

1. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
2. Is associated with the lives of persons important in our past;
3. Embodies the distinctive characteristics of a type, period, or method of construction, or represents the work of an important creative individual, or possess high artistic values; or,
4. Has yielded, or may be likely to yield, information important in prehistory or history.

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Methodology

The *Update to Phase I Cultural Resources Survey* conducted by CRM TECH consisted of a cultural resource literature and records search, communication with Native American Tribal representatives, a reconnaissance-level field survey, and documentation and evaluation of identified cultural resources within the project site and surrounding area.

Literature and Records Search

The records search for the *Update to Phase I Cultural Resources Survey* was conducted at the Eastern Information Center (EIC), housed at the University of California, Riverside, on May 15, 2018. The search included the project site and an additional 1-mile radius buffer (referred to as “study area”). The objective of the records search was to identify prehistoric or historical cultural resources that had been previously recorded within the study area during prior cultural resource investigations.

The literature and records search indicated that 12 cultural resources have been previously documented, as shown in Table 15, *Previously Recorded Cultural Resources within the Scope of the Records Search*, within the 1-mile radius of the project site.

Table 15 Previously Recorded Cultural Resources within the Scope of the Records Search

Primary #	Trinomial	Description
33-001808	CA-RIV-1808	Pottery scatter with 30+ buffware fragments, probably from the same vessel
33-008410	N/A	Dillon Road, ca. 1930s
33-013553	CA-RIV-7487H	Early 20th century refuse deposit
33-015964	CA-RIV-8283	A single mortar on a boulder located on disturbed alluvium
33-024248	CA-RIV-11907H	Early 20th century refuse deposit
33-026629	CA-RIV-12533H	Historic-period refuse scatter
33-026642	CA-RIV-12546H	Historic-period refuse scatter
33-026643	CA-RIV-12547H	Historic-period refuse scatter
33-026684	CA-RIV-12575H	Historic-period refuse scatter
33-026869	N/A	Isolate: matchstick filler vent-hole can
33-026870	N/A	Isolate: matchstick filler vent-hole can
33-026871	N/A	Isolate: all-steel flat top beverage can

As shown in Table 15, two of the archaeological sites were of prehistoric origin, consisting of a bedrock milling feature and a ceramic scatter. The other 10 known cultural resources, including seven of the sites and all three “isolates”, dated to the historic period. One of the sites represents Dillon Road, which was originally built by the Metropolitan Water District of Southern California (MWD) during the construction of the Colorado River Aqueduct in the 1930s. All of the other sites and isolates consisted of refuse deposits. Since none of these 12 cultural resources were found in the immediate vicinity of

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the project area, none of them requires further consideration for the analysis of the proposed project pursuant to the CEQA.

Historic Background Review

In addition to the sources consulted during the 2004 Cultural Survey, such as historic maps and published literature in local history, aerial photographs that have become available since 2004 were also examined for further information. As stated in the 2004 report, the proposed project area remained vacant and undeveloped throughout the historic period. Besides the various dirt roads along the project site boundaries another dirt road was shown to extend across the southernmost portion of the property by 1972, following the course of a power transmission line that was known to be present by the 1950s. To the present time, the power line and the accompanying road have remained the notable man-made features within the project area.

Field Inspection

A reconnaissance-level field survey of the proposed project area was performed by CRM Tech on June 7, 2018. The purpose of the field reconnaissance was to confirm and update the intensive-level field survey observations from the 2004 Cultural Survey. The survey was completed by walking the perimeter of the entire project site as well as a series of parallel east to west transects at 50 to 100-meter intervals.

During the field survey, an electrical power transmission line was observed along the course of the 1930s MWD main line, accompanied by a narrow, nondescript dirt access road that demonstrates no distinctively historical character. Evidently an active component of SCE’s local distribution system, the transmission line in existence today features wooden poles that appear to be of modern origin.

3.5.3 Impacts

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

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- a. **Less Than Significant Impact with Mitigation Incorporated.** Potential impacts to historical resources were assessed in the *Update to Phase I Cultural Resources Survey* (Appendix D) carried out by CRM Tech.

The literature and records search conducted as part of the *Update to Phase I Cultural Resources Survey* identified 10 cultural resources of historic origin. However, none of the 10 identified historic resources are located within the immediate vicinity of the project site. As mentioned above, during the field survey, a power transmission line was observed along the course of the 1930s MWD main line, accompanied by a narrow, nondescript dirt access road that demonstrates no distinctively historical character. Since none of its physical features was found to be of historical origin, the existing power line was determined to be a modern replacement of the original MWD line and was thus not recorded as a potential “historical resource.” No other remnants of human activities dating to the prehistoric or historic period were encountered throughout the field survey. Scattered modern refuse was observed on the project site and along the project site boundaries, but none of the items are of any historical or archaeological interest. Nonetheless, Mitigation Measure CUL-1 will be implemented to ensure that if any buried cultural materials are discovered during any earth-moving operations associated with the proposed project, all work in that area should be halted or diverted until a qualified archaeologist can evaluate the nature and significance of the finds.

Therefore, with implementation of Mitigation Measure CR-1, potential impacts to historical resources pursuant to CEQA would be reduced to less than significant.

- b. **Less Than Significant Impact.** As discussed above, a literature and records search was conducted at the EIC, housed at the University of California, Riverside, on May 15, 2018. As shown in Table 15, the records search indicated that 12 cultural resources have been identified previously within the proposed project study area. Two of the 12 identified were prehistoric archaeological resources, consisting of a bedrock milling feature and a ceramic scatter. Both of the sites were located nearly a mile away from the project site. Furthermore, no archaeological resources were identified during the reconnaissance-level field survey conducted for the project site. Nonetheless, if any buried cultural materials are discovered during any earth-moving operations associated with the proposed project, all work in that area should be halted or diverted until a qualified archaeologist can evaluate the nature and significance of the finds.

Therefore, with implementation of Mitigation Measure CR-1, potential impacts to archaeological resources pursuant to CEQA would be reduced less than significant.

- c. **Less Than Significant Impact with Mitigation Incorporated.** The discovery of human remains is always a possibility during ground disturbance associated with construction of a project. The State of California Health and Safety Code Section 7050.5, State CEQA Guidelines 15064.5(e),

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and California Public Resources Code (PRC) Section 5097.98 mandate the process to be followed in the unlikely event of an accidental discovery of any human remains in a location other than a dedicated cemetery. Specifically, in accordance with PRC 5097.98, the Riverside County Coroner must be notified within 24 hours of the discovery of potential human remains. The Coroner must then determine within two working days of being notified if the remains are subject to his or her authority. If the Coroner recognizes the remains to be Native American, he or she must contact the Native American Heritage Commission (NAHC) by phone within 24 hours, in accordance with PRC 5097.98. The NAHC then designates a Most Likely Descendant (MLD) with respect to the human remains within 48 hours of notification. The MLD would then have the opportunity to recommend to the proposed project proponent means for treating or disposing, with appropriate dignity, the human remains and associated grave goods within 24 hours of notification. This requirement is also listed as Mitigation Measure CR-2, in order to ensure that it is included in the Mitigation Monitoring and Reporting Program. As such, with implementation of Mitigation Measure CR-2, impacts would be reduced to less than significant.

3.5.4 Mitigation Measures

CR-1 If during the course of excavation, grading or construction, artifacts or other archaeological resources are discovered, all work in the immediate area of the find shall be halted and the proposed project proponent or his/her designee shall immediately notify the City Planner. A qualified archaeologist shall be present on site during initial ground disturbing activities at the expense of the proposed project proponent. In addition, the archaeologist should monitor the first day and provide a recommendation on further monitoring once subsurface strata is visible. If evaluated as eligible and the find cannot be avoided, the archaeologist must prepare and submit a data recovery plan to the City Planner. Upon approval, the data recovery plan shall be implemented. Work shall resume after consultation with the City and implementation of the recovery plan by the archaeologist.

CR-2 If human remains are uncovered during excavation or grading activities on the project site, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until:

- A) The Riverside County Coroner has been contacted and determined that no investigation of the cause of death is required, and
- B) If the coroner determines the remains to be Native American:

The coroner shall contact the NAHC within 24 hours. The NAHC shall designate the person or persons it believes to be the MLD of the deceased Native American. The MLD may make recommendations to the landowner or person responsible for the

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excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resources Code Section 5097.98. The City and developer shall work with the designated MLD to determine the final disposition of the remains.

3.5.5 Level of Significance After Mitigation

With incorporation of Mitigation Measures CR-1 and CR-2, impacts to cultural resources would be reduced to less than significant.

3.6 Energy

3.6.1 Sources

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

- *Air Quality, GHG, and HRA Impact Analysis, DHS 109 Business Park*, Ganddini Group Inc., July 17th 2020 (Appendix B).
- *2017 Off-road Diesel Emission Factors*, California Air Resources Board, 2017, <https://ww2.arb.ca.gov/our-work/programs/mobile-source-emissions-inventory/road-documentation/msei-documentation-offroad-0>, accessed on October 1, 2019.
- *EMFAC2017 Web Database*, California Air Resources Board, accessed on October 1, 2019. (Appendix E).

3.6.2 Environmental Setting

This analysis includes a discussion of the potential energy resources that would be impacted as a result of construction and operation of the proposed project, with particular emphasis on avoiding or reducing inefficient, wasteful, and unnecessary consumption of energy. A general definition of each of these energy resources are provided below:

Electricity

Electricity, a consumptive utility, is a man-made resource. The production of electricity requires the consumption or conversion of energy resources, including water, wind, oil, gas, coal, solar, geothermal, and nuclear resources, into energy. The delivery of electricity involves a number of system components, including substations and transformers that lower transmission line power (voltage) to a level appropriate for onsite distribution and use. The electricity is distributed through a network of transmission and distribution lines commonly called a power grid. Conveyance of electricity through transmission lines is typically responsive of market demands.

Natural Gas

Natural gas is a combustible mixture of simple hydrocarbon compounds (primarily methane) that is used as a fuel source. Natural gas consumed in California is obtained from naturally occurring reservoirs, mainly located outside of the State, and delivered through high-pressure transmission pipelines. The natural gas transportation system is a nationwide network, and therefore, resource availability is typically not an issue. Natural gas satisfies almost one-third of the State's total energy requirements and is used in electricity generation, space heating, cooking, water heating, industrial processes, and as transportation fuel.

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Petroleum-based Fuels

Petroleum-based fuels currently account for a majority of California's transportation energy sources. However, the State has been working on developing strategies to reduce petroleum use. Over the past decade, the State has implemented several policies, rules, and regulations to improve vehicle efficiency, increase the development and use of alternative fuels, reduce air pollutants and GHG emissions from the transportation sector, and reduce vehicle miles traveled (VMT).

Energy Use Calculations

The proposed project is anticipated to consume energy during both construction and operation of the proposed project. Parameters utilized to calculate energy use from construction and operation of the proposed project are detailed separately below.

Construction-Related Energy Use

Construction of the proposed project is anticipated to use energy in the forms of petroleum fuel for both off-road construction equipment as well as from the transport of workers and materials to and from the project site. Calculations for each source are described below.

Off-Road Construction Equipment

The off-road construction equipment fuel usage was calculated through use of the CalEEMod model's default off-road equipment assumptions detailed in the *Air Quality, GHG, and HRA Impact Analysis*. For each piece of off-road equipment, the fuel usage was calculated through use of the *2017 Off-road Diesel Emission Factors* spreadsheet, prepared by CARB (<https://ww3.arb.ca.gov/msei/ordiesel.htm>). The spreadsheet provides the following formula to calculate fuel usage from off-road equipment:

- Fuel Used = Load Factor x Horsepower x Total Operational Hours x BSFC / Unit Conversion
 - Where:
 - Load Factor - Obtained from CalEEMod default values
 - Horsepower – Obtained from CalEEMod default values
- Total Operational Hours – Calculated by multiplying CalEEMod default daily hours by CalEEMod default number of working days for each phase of construction
- BSFC – Brake Specific Fuel Consumption (pounds per horsepower-hour) – If less than 100 Horsepower = 0.408, if greater than 100 Horsepower = 0.367
- Unit Conversion – Converts pounds to gallons = 7.109

Details regarding off-road equipment fuel consumption for construction for each phase of construction is provided within Tables 16 through 19, for phases 1 through 4 of the proposed project respectively.

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Table 16 Phase 1 Off-Road Equipment and Fuel Consumption

Equipment Type	Equipment Quantity	Horse-power	Load Factor	Operating Hours per Day	Total Operational Hours (1)	Fuel Used (gallons)
Grading						
Excavators	2	158	0.38	8	600	3,719
Graders	1	187	0.41	8	600	2,375
Rubber Tired Dozers	1	247	0.4	8	600	3,060
Scrappers	2	367	0.48	8	600	10,913
Tractors/Loaders/Backhoes	2	97	0.37	8	600	2,472
Building Construction						
Cranes	1	231	0.29	7	3,598	12,443
Forklifts	4	89	0.2	8	4,112	16,803
Generator Sets	1	84	0.74	8	4,112	14,670
Tractors/Loaders/Backhoes	5	97	0.37	7	3,598	37,056
Welders	1	46	0.45	8	4,112	4,886
Paving						
Pavers	2	130	0.42	8	440	2,480
Paving Equipment	2	132	0.36	8	440	2,159
Rollers	2	80	0.38	8	440	1,535
Architectural Coating						
Air Compressors	1	78	0.48	6	330	709
Total Off-Road Equipment Fuel Used during Construction (gallons)						115280

Notes:

(1) Based on: 75 days for Grading; 514 days for Building Construction; 55 days for Paving; 55 days for Architectural Coating

Source: CalEEMod Version 2016.3.2; CARB, 2018.

Table 17 Phase 2 Off-Road Equipment and Fuel Consumption

Equipment Type	Equipment Quantity	Horse-power	Load Factor	Operating Hours per Day	Total Operational Hours (1)	Fuel Used (gallons)
Grading						
Excavators	2	158	0.38	8	360	2232
Graders	1	187	0.41	8	360	1425
Rubber Tired Dozers	1	247	0.4	8	360	1836
Scrappers	2	367	0.48	8	360	6548
Tractors/Loaders/Backhoes	2	97	0.37	8	360	1483
Building Construction						
Cranes	1	231	0.29	7	3080	10652
Forklifts	3	89	0.2	8	3520	10,788
Generator Sets	1	84	0.74	8	3520	12558

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Equipment Type	Equipment Quantity	Horse-power	Load Factor	Operating Hours per Day	Total Operational Hours (1)	Fuel Used (gallons)
Tractors/Loaders/Backhoes	3	97	0.37	7	3080	19033
Welders	1	46	0.45	8	3520	4182
Paving						
Pavers	2	130	0.42	8	280	1578
Paving Equipment	2	132	0.36	8	280	1374
Rollers	2	80	0.38	8	280	977
Architectural Coating						
Air Compressors	1	78	0.48	6	210	451
Total Off-Road Equipment Fuel Used during Construction (gallons)						75117

Notes:

(1) Based on: 45 days for Grading; 440 days for Building Construction; 35 days for Paving; 35 days for Architectural Coating

Source: CalEEMod Version 2016.3.2; CARB, 2018.

Table 18 Phase 3 Off-Road Equipment and Fuel Consumption

Equipment Type	Equipment Quantity	Horse-power	Load Factor	Operating Hours per Day	Total Operational Hours (1)	Fuel Used (gallons)
Grading						
Excavators	2	158	0.38	8	336	2083
Graders	1	187	0.41	8	336	1330
Rubber Tired Dozers	1	247	0.4	8	336	1714
Scrappers	2	367	0.48	8	336	6111
Tractors/Loaders/Backhoes	2	97	0.37	8	336	1384
Building Construction						
Cranes	1	231	0.29	7	2968	10264
Forklifts	3	89	0.2	8	3392	10,396
Generator Sets	1	84	0.74	8	3392	12101
Tractors/Loaders/Backhoes	3	97	0.37	7	2968	18340
Welders	1	46	0.45	8	3392	4030
Paving						
Pavers	2	130	0.42	8	224	1263
Paving Equipment	2	132	0.36	8	224	1099
Rollers	2	80	0.38	8	224	782
Architectural Coating						
Air Compressors	1	78	0.48	6	168	361
Total Off-Road Equipment Fuel Used during Construction (gallons)						71258

Notes:

(1) Based on: 42 days for Grading; 424 days for Building Construction; 28 days for Paving; 28 days for Architectural Coating

Source: CalEEMod Version 2016.3.2; CARB, 2018.

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Table 19 Phase 1 Off-Road Equipment and Fuel Consumption

Equipment Type	Equipment Quantity	Horse-power	Load Factor	Operating Hours per Day	Total Operational Hours (1)	Fuel Used (gallons)
Grading						
Excavators	2	158	0.38	8	336	2083
Graders	1	187	0.41	8	336	1330
Rubber Tired Dozers	1	247	0.4	8	336	1714
Scrappers	2	367	0.48	8	336	6111
Tractors/Loaders/Backhoes	2	97	0.37	8	336	1384
Building Construction						
Cranes	1	231	0.29	7	2961	10240
Forklifts	3	89	0.2	8	3384	10,371
Generator Sets	1	84	0.74	8	3384	12072
Tractors/Loaders/Backhoes	3	97	0.37	7	2961	18297
Welders	1	46	0.45	8	3384	4020
Paving						
Pavers	2	130	0.42	8	232	1308
Paving Equipment	2	132	0.36	8	232	1138
Rollers	2	80	0.38	8	232	810
Architectural Coating						
Air Compressors	1	78	0.48	6	174	374
Total Off-Road Equipment Fuel Used during Construction (gallons)						71252

Notes:

(1) Based on: 42 days for Grading; 423 days for Building Construction; 29 days for Paving; 29 days for Architectural Coating

Source: CalEEMod Version 2016.3.2; CARB, 2018.

On-Road Construction-Related Vehicle Trips

The on-road construction-related vehicle trips fuel usage was calculated through use of the construction vehicle trip assumptions from the CalEEMod model as detailed in the *Air Quality, GHG, and HRA Impact Analysis*. Details regarding on-road vehicle trips and fuel consumption for construction for each phase of construction is provided within Tables 20 through 23, for phases 1 through 4 of the proposed project respectively.

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Table 20 Phase 1 On-Road Vehicle Trips

Vehicle Trip Types	Daily Trips	Trip Length (Miles)	Total Miles per Day	Total Miles per Phase (1)	Fleet Average Miles per Gallon (2)	Fuel Used (gallons)
Grading						
Worker Trips	20	11	220	16,500	24.6	671
Building Construction						
Worker Trips	719	11	7,909	4,065,226	24.6	165,253
Vendor Truck Trips	280	5.4	1,512	777,168	7.8	99,637
Architectural Coating						
Worker Trips	144	11	1,584	87,120	24.6	3,541
Paving						
Worker Trips	15	11	165	9,075	24.6	369
Total Fuel Used from On-Road Construction Vehicles (gallons)						269471

Notes:

(1) Based on: 75 days for Grading; 514 days for Building Construction; 55 days for Paving; 55 days for Architectural Coating

(2) From EMFAC 2017 model (See Appendix E). Worker Trips based on entire fleet of gasoline vehicles and Vendor Trips based on only truck fleet of diesel vehicles

Source: CalEEMod Version 2016.3.2; CARB, 2018.

Table 21 Phase 2 On-Road Vehicle Trips

Vehicle Trip Types	Daily Trips	Trip Length (Miles)	Total Miles per Day	Total Miles per Phase (1)	Fleet Average Miles per Gallon (2)	Fuel Used (gallons)
Grading						
Worker Trips	20	11	220	9,900	24.6	402
Building Construction						
Worker Trips	541	11	5,951	2,618,440	24.6	106,441
Vendor Truck Trips	211	5.4	1,139	501,160	7.8	64,251
Architectural Coating						
Worker Trips	108	11	1,188	41,580	24.6	1,690
Paving						
Worker Trips	15	11	165	5,775	24.6	235
Total Fuel Used from On-Road Construction Vehicles (gallons)						173019

Notes:

(1) Based on: 45 days for Grading; 440 days for Building Construction; 35 days for Paving; 35 days for Architectural Coating

(2) From EMFAC 2017 model (See Appendix E). Worker Trips based on entire fleet of gasoline vehicles and Vendor Trips based on only truck fleet of diesel vehicles

Source: CalEEMod Version 2016.3.2; CARB, 2018.

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Table 22 Phase 3 On-Road Vehicle Trips

Vehicle Trip Types	Daily Trips	Trip Length (Miles)	Total Miles per Day	Total Miles per Phase (1)	Fleet Average Miles per Gallon (2)	Fuel Used (gallons)
Grading						
Worker Trips	20	11	220	9,240	24.6	376
Building Construction						
Worker Trips	292	11	3,212	1,361,888	24.6	55,361
Vendor Truck Trips	114	5.4	616	261,184	7.8	33,485
Architectural Coating						
Worker Trips	58	11	638	17,864	24.6	726
Paving						
Worker Trips	15	11	165	4,620	24.6	188
Total Fuel Used from On-Road Construction Vehicles (gallons)						90136

Notes:

(1) Based on: 42 days for Grading; 424 days for Building Construction; 28 days for Paving; 28 days for Architectural Coating

(2) From EMFAC 2017 model (See Appendix E). Worker Trips based on entire fleet of gasoline vehicles and Vendor Trips based on only truck fleet of diesel vehicles

Source: CalEEMod Version 2016.3.2; CARB, 2018.

Table 23 Phase 4 On-Road Vehicle Trips

Vehicle Trip Types	Daily Trips	Trip Length (Miles)	Total Miles per Day	Total Miles per Phase (1)	Fleet Average Miles per Gallon (2)	Fuel Used (gallons)
Grading						
Worker Trips	20	11	220	9,240	24.6	376
Building Construction						
Worker Trips	360	11	3,960	1,675,080	24.6	68,093
Vendor Truck Trips	141	5.4	761	321,903	7.8	41,270
Architectural Coating						
Worker Trips	72	11	792	22,968	24.6	934
Paving						
Worker Trips	15	11	165	4,785	24.6	195
Total Fuel Used from On-Road Construction Vehicles (gallons)						110868

Notes:

(1) Based on: 42 days for Grading; 423 days for Building Construction; 29 days for Paving; 29 days for Architectural Coating

(2) From EMFAC 2017 model (See Appendix E). Worker Trips based on entire fleet of gasoline vehicles and Vendor Trips based on only truck fleet of diesel vehicles

Source: CalEEMod Version 2016.3.2; CARB, 2018.

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Table 24, *Total Fuel Used during Construction*, shows that the off-road construction equipment would consume an estimated 332,908 gallons of fuel and on-road construction-related vehicle trips would consume an estimated 643,494 gallons of fuel. This would result in the total consumption of an estimated 976,401 gallons of petroleum fuel from construction of the proposed project.

Table 24 Total Fuel Used During Construction

	Total Off-Road Equipment Fuel Used during Construction (gallons)	Total Fuel Used from On-Road Construction Vehicles (gallons)
Phase 1	115280	269471
Phase 2	75117	173019
Phase 3	71258	90136
Phase 4	71252	110868
Total	332907	643494
<i>Total Fuel Used during Construction from Off-Road Construction Equipment and On-Road Construction Vehicles: 976,401</i>		

Operations-Related Energy Use

Operational energy usage of the proposed project includes emissions from the generation of electricity and natural gas used on-site. As discussed in Chapter 2, *Project Description*, proposed project design features include an on-site power plant, total of 86,365,986 kWh of energy per year from solar located on building rooftops and parking area shade structures, and the operation of chillers from heat generation. These alternative energy source design features are anticipated to generate more energy than what is needed by the proposed project. The reductions from the proposed project design features are reported in the mitigated emissions in CalEEMod (Appendix D of the *Air Quality, GHG, and HRA Impact Analysis*, Table 33). In addition, per the *Air Quality, GHG, and HRA Impact Analysis*, the proposed project is anticipated to need 24,816,806.4 kWh of annual power consumption for the cultivation uses and 14,691,285.6 kWh of annual power consumption for the general light industrial uses.

Natural gas will be required for production of electrical power. Power generation waste heat recovery or reduce energy demands by using the exhaust gases from the turbine generator sets, which provide an opportunity to extract the waste heat and allow for the following recovery options: the generation of low-pressure steam, the generation of hot water, or any combination of the two. One of the functional objectives of the power plant is to cool down the exhaust stream in order to enable higher operating efficiencies for the power resulting in lower cost of production, reduced natural gas demands, and lower GHG emissions. Prior to approval of the proposed Project, the Applicant would require approval from SoCal Gas in order to ensure the site, including the on-site power plant, receives natural gas service.

3 ENVIRONMENTAL EVALUATION

Regulatory Setting

State

Energy conservation management in the State was initiated by the 1974 Warren-Alquist State Energy Resources Conservation and Development Act that created the California Energy Resource Conservation and Development Commission (currently named California Energy Commission [CEC]), which was originally tasked with certifying new electric generating plants based on the need for the plant and the suitability of the site of the plant. In 1976 the Warren-Alquist Act was expanded to include new restrictions on nuclear generating plants that effectively resulted in a moratorium of any new nuclear generating plants in the State. The following details specific regulations adopted by the State of California in order to reduce the consumption of energy.

California Code of Regulations (CCR) Title 20

On November 3, 1976 the CEC adopted the *Regulations for Appliance Efficiency Standards Relating to Refrigerators, Refrigerator-Freezers and Freezers and Air Conditioners*, which were the first energy-efficiency standards for appliances. The appliance efficiency regulations have been updated several times by the Commission and the most current version is the *2016 Appliance Efficiency Regulations*, adopted January 2017 and now includes almost all types of appliances and lamps that use electricity, natural gas as well as plumbing fixtures.

California Code of Regulations (CCR) Title 24, Part 6

The CEC is also responsible for implementing the CCR Title 24, Part 6: California's Energy Efficiency Standards for Residential and Nonresidential Buildings (Title 24 Part 6) that were first established in 1978 in response to a legislative mandate to reduce California's energy consumption. In 2008 the State set an energy-use reduction goal of zero-net-energy use of all new homes by 2020 and the CEC was mandated to meet this goal through revisions to the Title 24, Part 6 regulations.

California Code of Regulations (CCR) Title 24, Part 11

CCR Title 24, Part 11: California Green Building Standards (CalGreen) was developed in response to continued efforts to reduce GHG emissions associated with energy consumption. The CalGreen Building Standards are also updated every three years and the current version is the 2019 California Green Building Standard Code that become effective on January 1, 2020.

The CALGreen Code contains requirements for construction site selection; storm water control during construction; construction waste reduction; indoor water use reduction; material selection; natural resource conservation; site irrigation conservation; and more. The code provides for design options allowing the designer to determine how best to achieve compliance for a given site or building condition. The code also requires building commissioning, which is a process for verifying that all building systems (e.g., heating and cooling equipment and lighting systems) are functioning at their maximum efficiency.

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The CALGreen Code provides standards for bicycle parking, carpool/vanpool/electric vehicle spaces, light and glare reduction, grading and paving, energy efficient appliances, renewable energy, graywater systems, water efficient plumbing fixtures, recycling and recycled materials, pollutant controls (including moisture control and indoor air quality), acoustical controls, storm water management, building design, insulation, flooring, and framing, among others. Implementation of the CALGreen Code measures reduces energy consumption and vehicle trips and encourages the use of alternative-fuel vehicles, which reduces pollutant emissions.

Senate Bill 100

Senate Bill 100 (SB 100) was adopted September 2018 and requires that by December 1, 2045 that 100 percent of retail sales of electricity to be generated from renewable or zero-carbon emission sources of electricity. SB 100 supersedes the renewable energy requirements set by SB 350, SB 1078, SB 107, and SB X1-2. However, the interim renewable energy thresholds from the prior Bills of 44 percent by December 31, 2024, 52 percent by December 31, 2027, and 60 percent by December 31, 2030, will remain in effect.

Executive Order B-48-18 and Assembly Bill 2127

The California Governor issued Executive Order B-48-18 on January 26, 2018 that orders all state entities to work with the private sector to put at least five million zero-emission vehicles on California roads by 2030 and to install 200 hydrogen fueling stations and 250,000 electric vehicle chargers by 2025. Implementation of Executive Order B-48-18 would result in approximately 20 percent of all vehicles in California to be zero emission electric vehicles. Assembly Bill 2127 (AB 2127) was codified into statute on September 13, 2018 and requires that the California Energy Commission working with the State Air Resources Board prepare biannual assessments of the statewide electric vehicle charging infrastructure needed to support the levels of zero emission vehicle adoption required for the State to meet its goals of putting at least 5 million zero-emission vehicles on California roads by 2030.

Assembly Bill 1109

California Assembly Bill 1109 (AB 1109) was adopted October 2007, also known as the Lighting Efficiency and Toxics Reduction Act, prohibits the manufacturing of lights after January 1, 2010 that contain levels of hazardous substances prohibited by the European Union pursuant to the RoHS Directive. AB 1109 also requires reductions in energy usage for lighting and is structured to reduce lighting electrical consumption by: (1) At least 50 percent reduction from 2007 levels for indoor residential lighting; and (2) At least 25 percent reduction from 2007 levels for indoor commercial and all outdoor lighting by 2018.

Assembly Bill 1493

California Assembly Bill 1493 (also known as the Pavley Bill, in reference to its author Fran Pavley) was enacted on July 22, 2002 and required CARB to develop and adopt regulations that reduce GHGs

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emitted by passenger vehicles and light duty trucks. In 2004, CARB approved the “Pavley I” regulations limiting the amount of GHGs that may be released from new passenger automobiles that are being phased in between model years 2009 through 2016. These regulations will reduce GHG emissions by 30 percent from 2002 levels by 2016. In June 2009, the EPA granted California the authority to implement GHG emission reduction standards for light duty vehicles, in September 2009, amendments to the “Pavley I” regulations were adopted by CARB and implementation of the “Pavley I” regulations started in 2009. The second set of regulations “Pavley II” was developed in 2010, and is being phased in between model years 2017 through 2025 with the goal of reducing GHG emissions by 45 percent by the year 2020 as compared to the 2002 fleet.

Local – City of Desert Hot Springs

The City provides an Energy and Mineral Resources Element that details the following applicable goals, policies, and programs to the proposed project:

Goal – Energy and Mineral Resources

Conservation and thoughtful management of energy sources and mineral deposits, assuring the long-term viability of limited and non-renewable resources.

Policies – Energy and Mineral Resources

Policy 1 - Promote energy conservation in all areas of community development, including transportation, development planning, public and private sector office construction and operation, as well as in the full range of residential, commercial and industrial projects.

Policy 5 - Support public and private efforts to develop and operate alternative systems of thermal and electrical production, which take advantage of local renewable resources.

Programs – Energy and Mineral Resources

Program 5 B - Support and facilitate the integration of co-generation and other energy management systems into larger industrial and commercial operations in the City to enhance operational efficiencies and provide additional opportunities for local power production.

3.6.3 Impacts

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Energy – Would the project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- a. **Less than Significant Impact.** Energy resources that would be potentially impacted include electricity, natural gas, and petroleum-based fuel supplies and distributions systems as described in Section 3.6.2 above. The following analysis calculates the potential energy consumption associated with the construction and operations of the proposed project and provides a determination if any energy utilized by the proposed project is wasteful, inefficient, or unnecessary consumption of energy resources.

Construction Energy

As described in Chapter 2, *Project Description*, the construction activities for the proposed project would be developed in four (4) phases. Please refer to Chapter 2 for a detailed description of the construction activities to occur in Phase 1 through 4 of the proposed project. The proposed project would consume energy resources during construction in three (3) general forms:

1. Petroleum-based fuels used to power off-road construction vehicles and equipment on the Project Site, construction worker travel to and from the Project Site, as well as delivery and haul truck trips (e.g., hauling of demolition material to off-site reuse and disposal facilities);
2. Electricity associated with the conveyance of water that would be used during proposed project construction for dust control (supply and conveyance) and electricity to power any necessary lighting during construction, electronic equipment, or other construction activities necessitating electrical power; and,
3. Energy used in the production of construction materials, such as asphalt, steel, concrete, pipes, and manufactured or processed materials such as lumber and glass.

Construction-Related Electricity

During construction the proposed project would consume electricity to construct the new structures and infrastructure. Electricity would be supplied to the project site by the use of temporary diesel or gasoline powered generator sets. As shown on Tables 16 to 19, Phase 1 would generate an estimated 14,760 gallons of fuel, Phase 2 an estimated 12,558 gallons of

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fuel, Phase 3 an estimated 12,101 gallons of fuel, and Phase 4 an estimated 12,072 gallons of fuel from generator sets. Electricity consumed during proposed project construction would vary throughout the construction period based on the construction activities being performed. Various construction activities include electricity associated with the conveyance of water that would be used during proposed project construction for dust control (supply and conveyance) and electricity to power any necessary lighting during construction, electronic equipment, or other construction activities necessitating electrical power. Such electricity demand would be temporary, nominal, and would cease upon the completion of construction. Overall, construction activities associated with the proposed project would require limited electricity consumption that would not have an adverse impact on available electricity supplies and infrastructure due to the use of generator sets. Therefore, the use of electricity during proposed project construction would not be wasteful, inefficient, or unnecessary.

Compliance with City's guidelines and requirements would ensure that the proposed project fulfills its responsibilities relative to coordinating any electrical infrastructure removals or relocations, and limits any impacts associated with construction of the proposed project. Construction of the proposed project's electrical infrastructure is not anticipated to adversely affect the electrical infrastructure serving the surrounding uses or utility system capacity.

Construction-Related Natural Gas

Construction of the proposed project typically would not involve the consumption of natural gas. Natural gas would not be supplied to support construction activities, thus there would be no demand generated by construction. Development of the proposed project would likely not require extensive infrastructure improvements to serve the project site. Construction-related energy usage impacts associated with the installation of natural gas connections are expected to be confined to trenching in order to place the lines below surface. In addition, prior to ground disturbance, the proposed project would notify and coordinate with SCE to identify the locations and depth of all existing gas lines and avoid disruption of gas service. Therefore, construction-related impacts to natural gas supply and infrastructure would be less than significant.

Construction-Related Petroleum Fuel Use

Petroleum-based fuel usage represents the highest amount of transportation energy potentially consumed during construction, which would be utilized by both off-road equipment operating on the project site and on-road automobiles transporting workers to and from the project site and on-road trucks transporting equipment and supplies to the project site.

The off-road construction equipment fuel usage was calculated through use of the off-road equipment assumptions and fuel use assumptions described in Section 3.6.2 which found that

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the off-road equipment utilized during construction of the proposed project would consume 332,907 gallons of fuel. The on-road trips construction trips fuel usage was calculated through use of the construction vehicle trip assumptions and fuel use assumptions, which found that the on-road trips generated from construction of the proposed project would consume 643,494 gallons of fuel. As such, the combined fuel used from off-road construction equipment and on-road construction trips for the proposed project would result in the consumption of 974,401 gallons of petroleum fuel. The amount of fuel required for off-road construction equipment and on-road construction trips for the proposed project is typical of a construction projects of this size and in this region; however, fuel used during construction is not an ongoing use and the demand is considered temporary.

Construction activities associated with the proposed project would be required to adhere to all State and SCAQMD regulations for off-road equipment and on-road trucks, which provide minimum fuel efficiency standards. As such, construction activities for the proposed project would not result in the wasteful, inefficient, and unnecessary consumption of energy resources. Impacts regarding transportation energy would be less than significant. Development of the proposed project would not result in the need to manufacture construction materials or create new building material facilities specifically to supply the proposed project. It is difficult to measure the energy used in the production of construction materials such as asphalt, steel, and concrete, it is reasonable to assume that the production of building materials such as concrete, steel, etc., would employ all reasonable energy conservation practices in the interest of minimizing the cost of doing business.

Operational Energy

Per the *Air Quality, GHG, and HRA Impact Analysis*, the proposed project design features would generate an estimated total of 86,365,986 kWh of energy annually. Operation of the proposed project is anticipated to need 24,816,806.4 kWh of annual power consumption for the cultivation uses and 14,691,285.6 kWh of annual power consumption for the general light industrial uses. As such, the proposed project design features are anticipated to generate more energy than what is need for the operation of the proposed project. As such, impacts with regard to energy usage and infrastructure capacity would be less than significant and no mitigation measures would be required.

Operations-Related Vehicular Petroleum Fuel Usage

Operation of the proposed project would result in increased consumption of petroleum-based fuels related to vehicular travel to and from the project site. As identified in Appendix A of the *Air Quality, GHG, and HRA Impact Analysis* (Appendix B to this IS/MND), the proposed project would result in an estimated 6,772,939 vehicle miles travelled. When divided by FHWA

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average rate of 22.3 miles per gallon, the proposed project would require approximately 303,720 gallons of fuel for operations-related vehicular petroleum fuel. The proposed project will comply with all Federal, State, and City requirements related to the consumption of transportation energy that includes California Code of Regulations Title 24, Part 11 California Green Building Standards that require the proposed project to provide preferred parking spaces for clean air vehicles as well as bicycle parking spaces to promote bike ridings. Therefore, it is anticipated the proposed project will be designed and built to minimize transportation energy through the promotion of the use of clean air vehicles and bicycles and it is anticipated that existing and planned capacity and supplies of transportation fuels would be sufficient to support the proposed project’s demand. Thus, impacts with regard transportation energy supply and infrastructure capacity would be less than significant and no mitigation measures would be required.

In conclusion, the proposed project would comply with regulatory compliance measures outlined by the State and City related to Air Quality, GHG Emissions, Transportation/Circulation, and Water Supply. Additionally, the proposed project would be constructed in accordance with all applicable City Building and Fire Codes. Therefore, the proposed project would not result in the wasteful, inefficient, or unnecessary consumption of energy resources during proposed project construction or operation. Impacts would be less than significant and no mitigation measures would be required.

- b. **Less than Significant Impact.** The applicable energy plan for the proposed project is the Energy and Mineral Resources Element from the City’s General Plan. The proposed project’s consistency with the applicable energy-related policies in the General Plan are shown in Table 25, *Proposed Project Compliance with City Energy Conservation Policies*.

Table 25 Proposed Project Compliance with City Energy Conservation Policies

Energy and Mineral Resources Goal, Policies and Programs	Proposed Project Consistency with Energy and Mineral Resources Goal, Policies and Programs
<p>Goal Conservation and thoughtful management of energy sources and mineral deposits, assuring the long-term viability of limited and non-renewable resources</p>	<p>Consistent. The proposed project will consist of a power and reclamation facility to provide energy and reclamation services to the project site, along with the inclusion of solar panels on building rooftops and parking area shade structures in order to eliminate demands from existing infrastructure.</p>
<p>Policy 1 Promote energy conservation in all areas of community development, including transportation, development planning, public and private sector office construction and operation, as well as in the full range of residential, commercial and industrial projects.</p>	<p>Consistent. The proposed project will consist of several proposed project design features such as solar panels and natural turbine generators that promote energy conservation.</p>

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Energy and Mineral Resources Goal, Policies and Programs	Proposed Project Consistency with Energy and Mineral Resources Goal, Policies and Programs
<p>Policy 5 Support public and private efforts to develop and operate alternative systems of thermal and electrical production, which take advantage of local renewable resources.</p>	<p>Consistent. The proposed project will consist of proposed project design features such as solar panels being located on building rooftops and parking area shade structures that will take advantage of local renewable resources.</p>
<p>Program 5 B Support and facilitate the integration of co-generation and other energy management systems into larger industrial and commercial operations in the City to enhance operational efficiencies and provide additional opportunities for local power production.</p>	<p>Consistent. The proposed natural gas fired turbine generators would be designed to provide local export of excess power to neighboring uses if an agreement between the Applicant, City and local energy purveyor is established at a future time.</p>

Source: City of Desert Hot Springs, Comprehensive General Plan, adopted September 5, 2000.

As shown in Table 25, the proposed project would be consistent with all applicable energy-related policies in the General Plan. Therefore, the proposed project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. Impacts would be less than significant and no mitigation measures would be required.

3.6.4 Mitigation

No mitigation is required.

3.6.5 Level of Significance

Not applicable.

3.7 Geology and Soils

3.7.1 Sources

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

- *Geotechnical Investigation Update, Proposed Industrial Park*, Sladden Engineering, September 27, 2019 (Appendix F). Note that the Geotechnical Investigation Update references and updates prior Geotechnical Investigation Reports (also prepared by Sladden Engineering) for the project site, on September 2, 2004 and on May 9, 2018.
- *Information Warehouse: Landslides*, California Geologic Survey, <https://maps.conservation.ca.gov/cgs/informationwarehouse/landslides>, accessed November 18th, 2019.

3.7.2 Environmental Setting

Geologic Setting

The project site is located within the Coachella Valley, a part of the Colorado Desert geomorphic province. A significant feature within the Colorado Desert geomorphic province is the Salton Trough. The Salton Trough is a large northwest-trending structural depression that extends approximately 180 miles from the San Geronio Pass to the Gulf of California. The Coachella Valley forms the northerly part of the Salton Trough and contains a thick sequence of Miocene to Holocene sedimentary deposits. Mountains surrounding the Coachella Valley include the Little San Bernardino Mountains on the northwest, foothills of the San Bernardino Mountains on the northwest and the Santa Rosa and Jacinto Mountains to the south and southwest. These mountains expose primarily Precambrian metamorphic and Mesozoic granitic rocks. The San Andreas Fault zone within the Coachella Valley consists of the Banning fault, Garnet Hill fault, North/South branches of the San Andreas Fault, and the Mission Creek fault that traverses along the northeast margin of the Valley.

The project site is located in the northwestern portion of the Coachella Valley, a part of the Colorado Desert geomorphic province. Elevation at the center of the project site is approximately 925 feet amsl. The project site has an overall downward slope to the south with a noticeable natural drainage course trending toward the southwest portion of the project site. The project site itself is not located within an Alquist-Priolo Earthquake Fault Zone, or within a fault zone identified by the County of Riverside Geographic Information System (GIS).

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3.7.3 Impacts

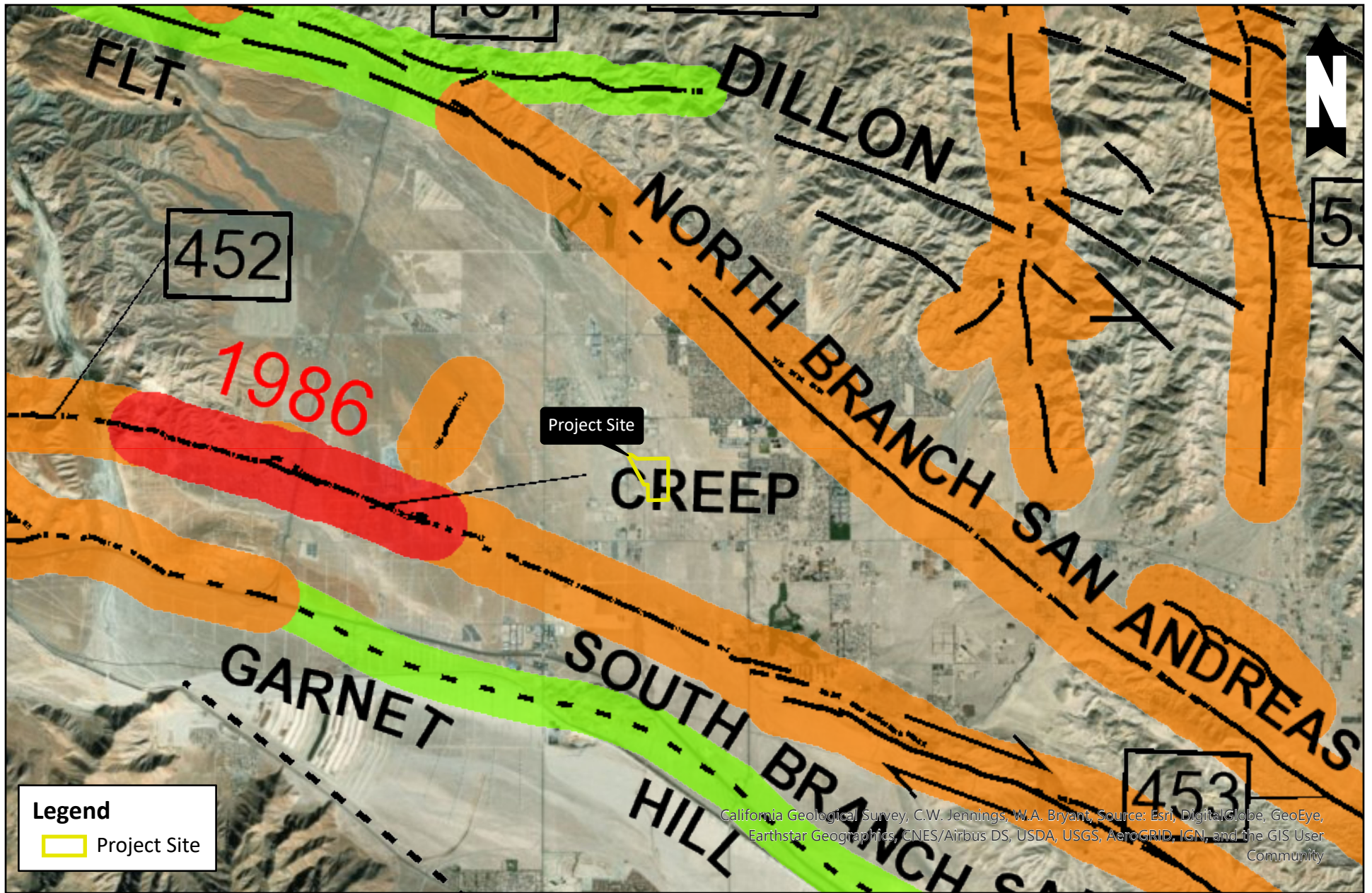
	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
GEOLOGY AND SOILS – Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture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

a-i. Less than Significant. The project site is not located within an Alquist-Priolo Earthquake Fault Zone, or within a fault zone identified by the County of Riverside GIS data. Although well-

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delineated fault lines cross through the proposed project region as shown on Exhibit 3.7-1, *Nearby Faults*, no active faults are mapped in the immediate vicinity of the project site. Per the *Geotechnical Update (Appendix F)* (which references and updates prior Geotechnical Investigation Reports for the project site, prepared in 2004 and 2018), the project site is located within less than one kilometer (0.62 miles) of the San Andreas fault system. As shown in Exhibit 3.7-1, per the most recent California Geologic Survey (CGS) Fault Traces GIS data (updated January 18, 2020), the closest fault to the project site is the South Branch San Andreas fault – Banning strand located approximately 1.4 miles southwest of the project site. Due to the close proximity of the San Andreas Fault System, implementation of Mitigation Measure GEO-1 would incorporate all recommendations included in the *Geotechnical Investigation (Appendix F)* regarding Foundation Design, Settlements, Lateral Design, Retaining Walls, Expansive Soils, Concrete Slabs-on-Grade, and General Site Grading in order to reduce potential impacts from the rupture of nearby faults to a less than significant level. In addition, Mitigation Measure GEO-2 would ensure that all proposed structures shall be engineer designed and constructed to earthquake-resistant parameters in compliance with the 2016 edition of the California Building Code (CBC). Therefore, with implementation of Mitigation Measure GEO-1 and GEO-2, potential impacts of a fault rupture across the project site would be reduced to less than significant.

- a-ii. Less than Significant with Mitigation Incorporated.** According to the *Geotechnical Update report (Appendix F)* (which references and updates prior Geotechnical Investigation Reports for the project site, prepared in 2004 and 2018), strong seismic ground shaking is likely to impact the project site during the anticipated lifetime of the proposed project resulting from earthquake activity from nearby faults. The underlying geologic condition for seismic design of the project site is Site class D, which indicates that the project site has a high seismic vulnerability. Furthermore, it should be recognized that the southern California region is an area of moderate to high seismic risk and that it is not considered feasible to make structures totally resistant to seismic related hazards. Therefore, a major earthquake above magnitude 7 or 8 originating on the local segment of the San Andreas or nearby fault zones would be the critical seismic event to induce severe seismic ground shaking that may affect the project site within the design life of the proposed project. Therefore, in order to mitigate potential impacts related to severe seismic ground shaking, implementation of Mitigation Measures GEO-1 and GEO-2 in incorporating all recommendations included in the *Geotechnical Investigation (Appendix F)* and designing and constructing all proposed structures in compliance with the current CBC would reduce potential impacts to a less than significant level.
- a-iii. Less than Significant with Mitigation Incorporated.** Liquefaction occurs when vibrations from an earthquake cause water-saturated sediments to temporarily turn firm ground into a liquid. Factors known to influence liquefaction include soil type, structure, grain size, relative density,



1 IN = 2 MI

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confining pressure, depth to groundwater (typically occurs above 50 feet), and the intensity and duration of ground shaking. Soils most susceptible to liquefaction are saturated, loose sandy soils and low plasticity clay and silt. According to the *Geotechnical Update report (Appendix F)* (which references and updates prior Geotechnical Investigation Reports for the project site, prepared in 2004 and 2018), the project site is located within a County of Riverside designated liquefaction hazard zone. However, historic groundwater maps for the project site indicate historic high groundwater levels of approximately 80 to 100 feet below the existing ground surface in the proposed project area. Therefore, based upon the depth to groundwater in the project site, potential impacts from seismic-related ground failure including liquefaction are considered negligible. Nonetheless, incorporation of GEO-1 requiring adherence to the design recommendations included within the *Geotechnical Update report (Appendix F)* (which references and updates prior Geotechnical Investigation Reports for the project site, prepared in 2004 and 2018), would reduce potential impacts from seismic-related ground failure, including liquefaction, to a less than significant level.

- a-iv. Less than Significant Impact.** The project site is on gently sloping land, and more than four miles away from the base and foothills of all surrounding mountains, including the Little San Bernardino Mountains to the east, San Bernardino Mountains to the northwest, the San Jacinto Mountains to the west, and the Santa Rosa Mountains to the southwest. Based on review of the *CGS Information Warehouse: Landslides* that identifies landslide zones within greater southern California including the region of the project site, the project site is not within a landslide susceptibility zone and would be consistent with the City's General Plan *Policy 8 (Geotechnical Goals, Policies and Programs)* regarding avoiding development of areas subject to rock fall or landslides. Therefore, the proposed project would result in less than significant impacts relating to the potential for landslides. No mitigation is required.
- b. Less than Significant Impact.** According to the *Geotechnical Update report (Appendix F)* (which references and updates prior Geotechnical Investigation Reports for the project site, prepared in 2004 and 2018), the project site is located within an area of moderate to high potential for wind and water erosion. During construction of the proposed project, soils would be disrupted during grading activities, exposure of uncovered soils, thereby increasing the potential for wind or water-related erosion and sedimentation until the construction is completed. As stated above in Section 3.3, *Air Quality*, construction of the proposed project would comply with SCAQMD Rule 403 and 403.1 which requires preparation of a PM₁₀ Fugitive Dust Control Plan. The PM₁₀ Fugitive Dust Control Plan identifies Best Available Control Measures (BACMs) to be implemented during grading and construction activities to reduce potential wind-related erosion on site. Also see Section 4.9, *Hydrology and Water Quality*, for a discussion of BMPs for wind and water erosion as required pursuant to the proposed project's Storm Water Pollution Prevention Plan (SWPPP). Therefore, with adherence to SCAQMD Rules 403, 403.1

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and preparation of a SWPPP, the proposed project would result in less than significant impacts.

- c. **Less than Significant with Mitigation Incorporated.** The amount of dry seismic settlement is dependent of relative density of the soil, ground motion, and earthquake duration. The settlements of dry sandy deposits have been known to occur as a result of seismic activity. As detailed in the *Geotechnical Update report (Appendix F)* (which references and updates prior Geotechnical Investigation Reports for the project site, prepared in 2004 and 2018), the project site is underlain primarily by slightly silty fine to coarse-grained alluvial sands with gravel and cobbles. The project site soils were fairly uniform in composition and generally in a loose compact condition near the surface with density of the soils increasing with depth. Due to the general uniformity of the soils encountered, seismic settlement is expected to occur within the project site. Therefore, over-excavation and re-compaction of project site soils throughout the proposed building areas per Mitigation Measure GEO-1 would be required in order to provide uniform foundation support for the proposed buildings, thus reducing potential impacts from lateral spreading or collapse to a less than significant level.

Lateral spreading, which is primarily associated with liquefaction hazards, and liquefaction result when near-surface soils are saturated with water and are subject to seismic events, thereby causing land to behave and/or move in a fluid-like manner. As discussed in Section 3.7.3.a.ii., groundwater was not encountered within our borings and ground water is expected to be in excess of 100 feet below the existing ground surface of the project site. Based upon the depth to groundwater, the potential for liquefaction, subsidence, and related surface effects of liquefaction is less than significant. Nonetheless, per Mitigation Measure GEO-1, the Applicant will incorporate the recommendations provided by the structural engineer's investigation of the existing building to mitigate impacts associated with settlement. In addition, all proposed structures will be engineer designed and constructed in compliance with the 2016 edition of the CBC per Mitigation Measure GEO-2.

Due to the lack of proximate hills, regional topography, and gently sloping nature of the project site, landslides are unlikely to occur and would not result in significant impacts to the project site. Therefore, with the incorporation of Mitigation Measure GEO-1 and GEO-2, potential impacts related to landslides, liquefaction, subsidence, and collapse would be reduced to less than significant.

- d. **Less than Significant.** Expansive soils contain a significant amount of clay particles that have the ability to shrink and swell depending on the water content nearby. Expansion testing, the results of which are detailed in the *Geotechnical Update report (Appendix F)* (which references and updates prior Geotechnical Investigation Reports for the project site, prepared in 2004 and 2018), indicates that the surface soils are non-expansive and fall within the "very low" expansion category in accordance with the Uniform Building Code classification system.

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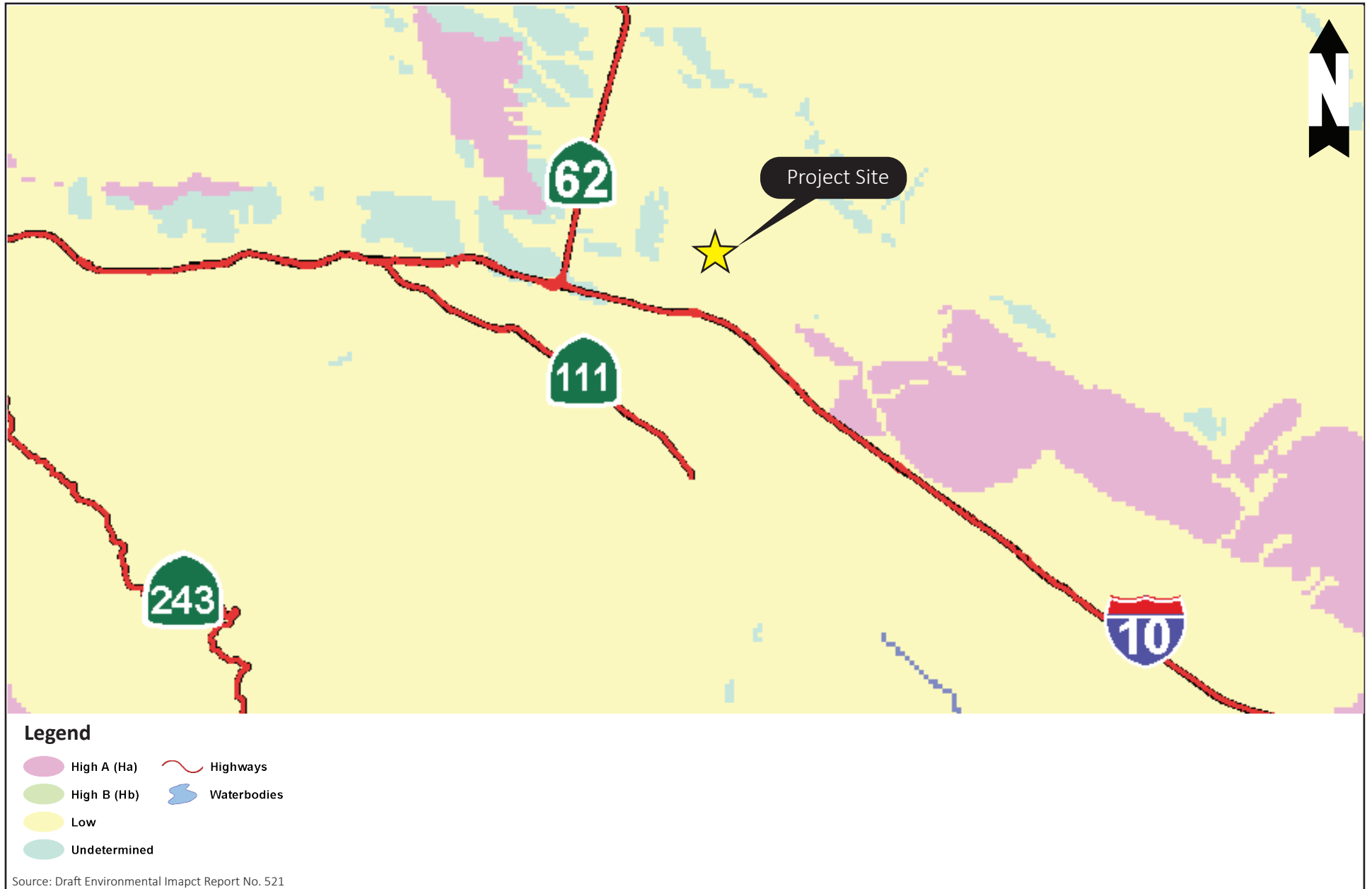
Therefore, potential impacts from expansive soils located on the project site would be less than significant. No mitigation is required.

e. No Impact.

The proposed project would not involve the use of septic tanks or alternative wastewater disposal systems, as the proposed project would tie into existing wastewater infrastructure. Because the proposed project will not be using septic tanks nor alternative wastewater disposal systems, there will be no impact associated with septic tanks or alternative wastewater systems.

- f. Less than Significant with Mitigation Incorporated.** Grading of the project site would not result in a net import/export of sediment soils from the project site; the project would require 311,010 cubic yards of cut/fill resulting in a balanced site. Additionally, the maximum depth of excavation would be approximately 13 feet. As shown in Exhibit 3.7-2, *Paleontological Sensitivity of Riverside County*, the project site is located within an area of low sensitivity of paleontological resources. However, subsurface paleontological resources may be encountered in areas that have not been subject to extensive subsurface disturbance, such as excavation. As such, in the event that a fossil discovery is made during the course of project construction, in accordance with the Society of Vertebrate Paleontology (SVP) guidelines, a qualified professional Paleontologist must be retained in order to examine the find and determine if further paleontological resources mitigation is warranted. Given that the potential for encountering a fossil discovery during proposed project-related ground disturbance is low, impacts to paleontological resources are not anticipated and no further paleontological mitigation is required. However, if in the event paleontological resources are discovered, implementation of Mitigation Measure GEO-3 would reduce potential impacts to a level that is less than significant.

There are no unique geologic features present on-site. Therefore, with implementation of Mitigation Measure GEO-3, the proposed project would not directly or indirectly destroy a unique paleontological resource or site or unique geologic feature. Therefore, with the implementation of Mitigation Measure GEO-3, potential impacts would be reduced to less than significant.



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3.7.4 Mitigation

The following mitigation measures are required:

- GEO-1** All phases of proposed project development that include earthwork in regard to Foundation Design, Settlements, Lateral Design, Retaining Walls, Expansive Soils, Concrete Slabs-on-Grade, and General Site Grading shall be performed in accordance with the geotechnical recommendations presented in the *Geotechnical Update report (Appendix F)* prepared by Sladden Engineering, as applicable.
- GEO-2** All proposed structures shall be engineer designed and constructed to earthquake-resistant parameters in compliance with the 2016 edition of the CBC.
- GEO-3** In the event that a fossil discovery is made during the course of proposed project construction, in accordance with the SVP guidelines, a qualified professional Paleontologist must be retained in order to examine the find and determine if further paleontological resources mitigation is warranted. Recovered specimens must be identified and curated at a repository with permanent retrievable storage that would allow for further research in the future.

3.7.5 Level of Significance

With implementation of Mitigation Measures GEO-1 through GEO-3, impacts associated with geology and soils would be reduced to less than significant.

3.8 Greenhouse Gas Emissions

3.8.1 Sources

- Ganddini Group, *DHS 109 Business Park Air Quality, GHG, and HRA Impact Analysis*, May 29, 2019 (Appendix B).

3.8.2 Environmental Setting

Environmental Setting

Constituent gases of the Earth's atmosphere, called atmospheric GHG, play a critical role in the Earth's radiation amount by trapping infrared radiation emitted from the Earth's surface, which otherwise would have escaped to space. Prominent greenhouse gasses contributing to this process include carbon dioxide (CO₂), methane (CH₄), ozone, water vapor, nitrous oxide (N₂O), and chlorofluorocarbons (CFCs). This phenomenon, known as the Greenhouse Effect, is responsible for maintaining a habitable climate. Anthropogenic (caused or produced by humans) emissions of these greenhouse gases in excess of natural ambient concentrations are responsible for the enhancement of the Greenhouse Effect and have led to a trend of unnatural warming of the Earth's natural climate, known as global warming or climate change. Emissions of gases that induce global warming are attributable to human activities associated with industrial/manufacturing, agriculture, utilities, transportation, and residential land uses. Transportation is responsible for 41 percent of the State's greenhouse gas emissions, followed by electricity generation. Emissions of CO₂ and nitrous oxide (NO_x) are byproducts of fossil fuel combustion. Methane, a potent greenhouse gas, results from off-gassing associated with agricultural practices and landfills. Sinks of CO₂, where CO₂ is stored outside of the atmosphere, include uptake by vegetation and dissolution into the ocean. The following provides a description of each of the greenhouse gases and their global warming potential.

Water Vapor

Water vapor is the most abundant, important, and variable GHG in the atmosphere. Water vapor is not considered a pollutant; in the atmosphere it maintains a climate necessary for life. Changes in its concentration are primarily considered a result of climate feedbacks related to the warming of the atmosphere rather than a direct result of industrialization. The feedback loop in which water is involved is critically important to projecting future climate change. As the temperature of the atmosphere rises, more water is evaporated from ground storage (rivers, oceans, reservoirs, soil). Because the air is warmer, the relative humidity can be higher (in essence, the air is able to "hold" more water when it is warmer), leading to more water vapor in the atmosphere. As a GHG, the higher concentration of water vapor is then able to absorb more thermal indirect energy radiated from the Earth, thus further warming the atmosphere. The warmer atmosphere can then hold more water

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vapor and so on and so on. This is referred to as a “positive feedback loop.” The extent to which this positive feedback loop will continue is unknown as there is also dynamics that put the positive feedback loop in check. As an example, when water vapor increases in the atmosphere, more of it would eventually also condense into clouds, which are more able to reflect incoming solar radiation (thus allowing less energy to reach the Earth’s surface and heat it up).

Carbon Dioxide

The natural production and absorption of carbon dioxide (CO₂) is achieved through the terrestrial biosphere and the ocean. However, humankind has altered the natural carbon cycle by burning coal, oil, natural gas, and wood. Since the industrial revolution began in the mid-1700s. Each of these activities has increased in scale and distribution. CO₂ was the first GHG demonstrated to be increasing in atmospheric concentration with the first conclusive measurements being made in the last half of the 20th century. Prior to the industrial revolution, concentrations were fairly stable at 280 parts per million (ppm). The International Panel on Climate Change (IPCC Fifth Assessment Report, 2014) Emissions of CO₂ from fossil fuel combustion and industrial processes contributed to about 78 percent of the total GHG emissions increase from 1970 to 2010. Globally, economic and population growth continued to be the most important drivers of increases in CO₂ emissions from fossil fuel combustion. The contribution of population growth between 2000 and 2010 remained roughly identical to the previous three decades, while the contribution of economic growth has risen sharply.

Methane

CH₄ is an extremely effective absorber of radiation, although its atmospheric concentration is less than that of CO₂. Its lifetime in the atmosphere is brief (10 to 12 years), compared to some other GHGs (such as CO₂, N₂O, and CFCs). CH₄ has both natural and anthropogenic sources. It is released as part of the biological processes in low oxygen environments, such as in swamplands or in rice production (at the roots of the plants). Over the last 50 years, human activities such as growing rice, raising cattle, using natural gas, and mining coal have added to the atmospheric concentration of methane. Other anthropocentric sources include fossil-fuel combustion and biomass burning.

Nitrous Oxide

Concentrations of N₂O also began to rise at the beginning of the industrial revolution. In 1998, the global concentration of this GHG was documented at 314 parts per billion (ppb). N₂O is produced by microbial processes in soil and water, including those reactions which occur in fertilizer containing nitrogen. In addition to agricultural sources, some industrial processes (fossil fuel-fired power plants, nylon production, nitric acid production, and vehicle emissions) also contribute to its atmospheric load. It is also commonly used as an aerosol spray propellant, (i.e., in whipped cream bottles, in potato chip bags to keep chips fresh, and in rocket engines and in race cars).

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Chlorofluorocarbons

CFCs are gases formed synthetically by replacing all hydrogen atoms in methane or ethane (C₂H₆) with chlorine and/or fluorine atoms. CFCs are nontoxic, nonflammable, insoluble, and chemically unreactive in the troposphere (the level of air at the Earth's surface). CFCs have no natural source but were first synthesized in 1928. It was used for refrigerants, aerosol propellants, and cleaning solvents. Due to the discovery that they are able to destroy stratospheric ozone, a global effort to halt their production was undertaken and in 1989 the European Community agreed to ban CFCs by 2000 and subsequent treaties banned CFCs worldwide by 2010. This effort was extremely successful, and the levels of the major CFCs are now remaining level or declining. However, their long atmospheric lifetimes mean that some of the CFCs would remain in the atmosphere for over 100 years.

Hydrofluorocarbons

Hydrofluorocarbons (HFCs) are synthetic man-made chemicals that are used as a substitute for CFCs. Out of all the GHGs, they are one of three groups with the highest global warming potential. The HFCs with the largest measured atmospheric abundances are (in order), HFC-23 (CHF₃), HFC-134a (CF₃CH₂F), and HFC-152a (CH₃CHF₂). Prior to 1990, the only significant emissions were HFC-23. HFC-134a use is increasing due to its use as a refrigerant. Concentrations of HFC-23 and HFC-134a in the atmosphere are now about 10 parts per trillion (ppt) each. Concentrations of HFC-152a are about 1 ppt. HFCs are manmade for applications such as automobile air conditioners and refrigerants.

Perfluorocarbons

Perfluorocarbons (PFCs) have stable molecular structures and do not break down through the chemical processes in the lower atmosphere. High-energy ultraviolet rays about 60 kilometers above Earth's surface are able to destroy the compounds. Because of this, PFCs have very long lifetimes, between 10,000 and 50,000 years. Two common PFCs are tetrafluoromethane (CF₄) and hexafluoroethane (C₂F₆). Concentrations of CF₄ in the atmosphere are over 70 ppt. The two main sources of PFCs are primary aluminum production and semiconductor manufacturing.

Sulfur Hexafluoride

Sulfur Hexafluoride (SF₆) is an inorganic, odorless, colorless, nontoxic, nonflammable gas. SF₆ has the highest global warming potential of any gas evaluated; 23,900 times that of CO₂. Concentrations in the 1990s were about 4 ppt. Sulfur hexafluoride is used for insulation in electric power transmission and distribution equipment, in the magnesium industry, in semiconductor manufacturing, and as a tracer gas for leak detection.

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Aerosols

Aerosols are particles emitted into the air through burning biomass (plant material) and fossil fuels. Aerosols can warm the atmosphere by absorbing and emitting heat and can cool the atmosphere by reflecting light. Cloud formation can also be affected by aerosols. Sulfate aerosols are emitted when fuel containing sulfur is burned. Black carbon (or soot) is emitted during biomass burning due to the incomplete combustion of fossil fuels. Particulate matter regulation has been lowering aerosol concentrations in the United States; however, global concentrations are likely increasing.

Global Warming Potential

The Global Warming Potential (GWP) was developed to allow comparisons of the global warming impacts of different gases. Specifically, it is a measure of how much energy emissions of one ton of a gas would absorb over a given period of time, relative to the emissions of 1 ton of CO₂. The larger the GWP, the more that a given gas warms the Earth compared to CO₂ over that time period. The time period usually used for GWPs is 100 years. GWPs provide a common unit of measure, which allows analysts to add up emissions estimates of different gases (i.e., to compile a national GHG inventory), and allows policymakers to compare emissions reduction opportunities across sectors and gases. A summary of the atmospheric lifetime and GWP of selected gases are summarized in Table 26, *Global Warming Potentials and Atmospheric Lifetimes*. As shown in Table 26, the global warming potential of GHG ranges from 1 to 22,800.

Table 26 Global Warming Potentials and Atmospheric Lifetimes¹

Gas	Atmospheric Lifetime	Global Warming Potential ² (100-Year Horizon)
Carbon Dioxide (CO ₂)	-- ³	1
Methane (CH ₄)	12	28-36
Nitrous Oxide (NO)	114	298
Hydrofluorocarbons (HFCs)	1-270	12-14,800
Perfluorocarbons (PFCs)	2,600-50,000	7,390-12,200
Nitrogen trifluoride (NF ₃)	740	17,200
Sulfur Hexafluoride (SF ₆)	3,200	22,800

Source: DHS 109 Business Park Air Quality, GHG, and HRA Impact Analysis, Table 2, Ganddini Group, May, 2019

Notes:

1. Source: <http://ww3.epa.gov/climatechange/ghgemissions/gases.html>
2. Compared to the same quantity of CO₂ emissions.
3. Carbon dioxide's lifetime is poorly defined because the gas is not destroyed over time, but instead moves among different parts of the ocean-atmosphere-land system. Some of the excess carbon dioxide will be absorbed quickly (i.e., by the ocean surface), but some will remain in the atmosphere for thousands of years, due in part to the very slow process by which carbon is transferred to ocean sediments.

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Regulatory Setting

Federal

Clean Air Act

In *Massachusetts v. Environmental Protection Agency* (Docket No. 05–1120), the U.S. Supreme Court held in April of 2007 that the USEPA has statutory authority under Section 202 of the federal Clean Air Act (CAA) to regulate GHGs. The court did not hold that the USEPA was required to regulate GHG emissions; however, it indicated that the agency must decide whether GHGs cause or contribute to air pollution that is reasonably anticipated to endanger public health or welfare. On December 7, 2009, the USEPA Administrator signed two distinct findings regarding GHGs under Section 202(a) of the CAA. The USEPA adopted a Final Endangerment Finding for the six defined GHGs (CO₂, CH₄, N₂O, HFCs, PFCs, and SF₆) on December 7, 2009. The Endangerment Finding is required before USEPA can regulate GHG emissions under Section 202(a)(1) of the CAA consistently with the United States Supreme Court decision. The USEPA also adopted a Cause or Contribute Finding in which the USEPA Administrator found that GHG emissions from new motor vehicle and motor vehicle engines are contributing to air pollution, which is endangering public health and welfare. These findings do not, by themselves, impose any requirements on industry or other entities. However, these actions were a prerequisite for implementing GHG emissions standards for vehicles.

Executive Order 13432

In response to the *Massachusetts v. Environmental Protection Agency* ruling, the President signed Executive Order 13432 on May 14, 2007, directing the USEPA, along with the Departments of Transportation, Energy, and Agriculture, to initiate a regulatory process that responds to the Supreme Court's decision. Executive Order 13432 was codified into law by the 2009 Omnibus Appropriations Law signed on February 17, 2009. The order sets goals in the areas of energy efficiency, acquisition, renewable energy, toxics reductions, recycling, sustainable buildings, electronics stewardship, fleets, and water conservation. Light-Duty Vehicle Greenhouse Gas and Corporate Average Fuel Economy Standards.

On May 19, 2009, President Obama announced a national policy for fuel efficiency and emissions standards in the United States auto industry. The adopted federal standard applies to passenger cars and light-duty trucks for model years 2012 through 2016. The rule surpasses the prior Corporate Average Fuel Economy standards (CAFE) and requires an average fuel economy standard of 35.5 miles per gallon (mpg) and 250 grams of CO₂ per mile by model year 2016, based on USEPA calculation methods. These standards were formally adopted on April 1, 2010. In August 2012, standards were adopted for model year 2017 through 2025 for passenger cars and light-duty trucks. By 2025, vehicles are required to achieve 54.5 mpg (if GHG reductions are achieved exclusively through fuel economy improvements) and 163 grams of CO₂ per mile. According to the USEPA, a model year 2025 vehicle

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would emit one-half of the GHG emissions from a model year 2010 vehicle. In 2017, the USEPA recommended no change to the GHG standards for light-duty vehicles for model years 2022-2025.

In August 2018, the USEPA and NHTSA proposed the Safer Affordable Fuel-Efficient Vehicles Rule that would, if adopted, maintain the CAFE and CO₂ standards applicable in model year 2020 for model years 2021 through 2026. The estimated CAFE and CO₂ standards for model year 2020 are 43.7 mpg and 204 grams of CO₂ per mile for passenger cars and 31.3 mpg and 284 grams of CO₂ per mile for light trucks, projecting an overall industry average of 37 mpg, as compared to 46.7 mpg under the standards issued in 2012. The proposal, if adopted, would also exclude CO₂-equivalent emission improvements associated with air conditioning refrigerants and leakage (and, optionally, offsets for nitrous oxide and methane emissions) after model year 2020.

State

Assembly Bill 1493

California Assembly Bill 1493 enacted on July 22, 2002, required CARB to develop and adopt regulations that reduce GHGs emitted by passenger vehicles and light duty trucks. In 2005, CARB submitted a “waiver” request to the EPA from a portion of the federal CAA in order to allow the State to set more stringent tailpipe emission standards for CO₂ and other GHG emissions from passenger vehicles and light duty trucks. On December 19, 2007, EPA announced that it denied the “waiver” request. On January 21, 2009, CARB submitted a letter to the EPA administrator regarding the State’s request to reconsider the waiver denial. The EPA approved the waiver on June 30, 2009.

Executive Order S-3-05

The California Governor issued Executive Order S-3-05, GHG emission, in June 2005, which established the following reduction targets:

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

The Executive Order directed the secretary of CalEPA to coordinate a multi-agency effort to reduce GHG emissions to the target levels. To comply with the Executive Order, the secretary of CalEPA created the California Action Team (CAT), made up of members from various state agencies and commissions. The team released its first report in March 2006. The report proposed to achieve the targets by building on the voluntary actions of businesses, local governments, and communities and through State incentive and regulatory programs.

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Assembly Bill 32

In 2006, the California State Legislature adopted Assembly Bill (AB) 32 (codified in the California Health and Safety Code [HSC], Division 25.5 – California Global Warming Solutions Act of 2006), which focuses on reducing GHG emissions in California to 1990 levels by 2020. HSC Division 25.5 defines GHGs as CO₂, CH₄, N₂O, HFCs, PFCs, and SF₆ and represents the first enforceable statewide program to limit emissions of these GHGs from all major industries with penalties for noncompliance. The law further requires that reduction measures be technologically feasible and cost effective. Under HSC Division 25.5, CARB has the primary responsibility for reducing GHG emissions. CARB is required to adopt rules and regulations directing state actions that would achieve GHG emissions reductions equivalent to 1990 statewide levels by 2020. *Senate Bill 32 and Assembly Bill 197*

In 2016, the California State Legislature adopted Senate Bill (SB) 32 and its companion bill AB 197, and both were signed by Governor Brown. SB 32 and AB 197 amends HSC Division 25.5 and establishes a new climate pollution reduction target of 40 percent below 1990 levels by 2030 and includes provisions to ensure the benefits of state climate policies reach into disadvantaged communities.

Climate Change Scoping Plan (2008)

A specific requirement of AB 32 was to prepare a Climate Change Scoping Plan for achieving the maximum technologically feasible and cost-effective GHG emission reduction by 2020 (Health and Safety Code section 38561 (h)). CARB developed an AB 32 Scoping Plan that contains strategies to achieve the 2020 emissions cap. The initial Scoping Plan was approved in 2008, and contains a mix of recommended strategies that combined direct regulations, market-based approaches, voluntary measures, policies, and other emission reduction programs calculated to meet the 2020 statewide GHG emission limit and initiate the transformations needed to achieve the State's long-range climate objectives.

As required by HSC Division 25.5, CARB approved the 1990 GHG emissions inventory, thereby establishing the emissions limit for 2020. The 2020 emissions limit was originally set at 427 MMTCO₂e using the GWP values from the IPCC SAR. CARB also projected the state's 2020 GHG emissions under no-action-taken (NAT) conditions – that is, emissions that would occur without any plans, policies, or regulations to reduce GHG emissions. CARB originally used an average of the state's GHG emissions from 2002 through 2004 and projected the 2020 levels at approximately 596 MMTCO₂e (using GWP values from the IPCC SAR). Therefore, under the original projections, the state must reduce its 2020 NAT emissions by 28.4 percent in order to meet the 1990 target of 427 MMTCO₂e.

2017 Climate Change Scoping Plan

In response to the 2030 GHG reduction target, CARB adopted the 2017 Climate Change Scoping Plan at a public meeting held in December 2017. The 2017 Scoping Plan outlines the strategies the State will implement to achieve the 2030 GHG reduction target of 40 percent below 1990 levels. The 2017 Scoping Plan also addresses GHG emissions from natural and working lands of California, including

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the agriculture and forestry sectors. The 2017 Scoping Plan considered the Scoping Plan Scenario and four alternatives for achieving the required GHG reductions but ultimately selected the Scoping Plan Scenario.

CARB states that the Scoping Plan Scenario “is the best choice to achieve the State’s climate and clean air goals.” Under the Scoping Plan Scenario, the majority of the reductions would result from the continuation of the Cap-and-Trade regulation. Additional reductions are achieved from electricity sector standards (i.e., utility providers to supply at least 50 percent renewable electricity by 2030), doubling the energy efficiency savings at end uses, additional reductions from the LCFS, implementing the short-lived GHG strategy (e.g., hydrofluorocarbons), and implementing the mobile source strategy and sustainable freight action plan. The alternatives were designed to consider various combinations of these programs, as well as consideration of a carbon tax in the event the Cap-and-Trade regulation is not continued. However, in July 2017, the California Legislature voted to extend the Cap-and-Trade regulation to 2030. Implementing this Scoping Plan will ensure that California’s climate actions continue to promote innovation, drive the generation of new jobs, and achieve continued reductions of smog and air toxics. The ambitious approach draws on a decade of successful programs that address the major sources of climate-changing gases in every sector of the economy:

- **More Clean Cars and Trucks:** The plan sets out far-reaching programs to incentivize the sale of millions of zero-emission vehicles, drive the deployment of zero-emission trucks, and shift to a cleaner system of handling freight statewide.
- **Increased Renewable Energy:** California’s electric utilities are ahead of schedule meeting the requirement that 33 percent of electricity come from renewable sources by 2020. The Scoping Plan guides utilities to 50 percent renewables, as required under SB 350.
- **Slashing Super-Pollutants:** The plan calls for a significant cut in super-pollutants such as methane and HFC refrigerants, which are responsible for as much as 40 percent of global warming.
- **Cleaner Industry and Electricity:** California’s renewed cap-and-trade program extends the declining cap on emissions from utilities and industries and the carbon allowance auctions. The auctions will continue to fund investments in clean energy and efficiency, particularly in disadvantaged communities.
- **Cleaner Fuels:** The Low Carbon Fuel Standard will drive further development of cleaner, renewable transportation fuels to replace fossil fuels.
- **Smart Community Planning:** Local communities will continue developing plans which will further link transportation and housing policies to create sustainable communities.
- **Improved Agriculture and Forests:** The Scoping Plan also outlines innovative programs to account for and reduce emissions from agriculture, as well as forests and other natural lands.

The 2017 Scoping Plan also evaluates reductions of smog-causing pollutants through California’s climate programs.

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Senate Bill 1368

Senate Bill 1368 (SB 1368) is the companion Bill of AB 32 and was adopted September 2006. SB 1368 requires the California Public Utilities Commission (CPUC) to establish a performance standard for a baseload generation of GHG emissions by investor-owned utilities by February 1, 2007 and for local publicly owned utilities by June 30, 2007. These standards could not exceed the GHG emissions rate from a baseload combined-cycle, natural gas-fired plant. Furthermore, the legislation states that all electricity provided to the State, including imported electricity, must be generated by plants that meet the standards set by CPUC and California Energy Commission (CEC).

Executive Order S-1-07

Executive Order S-1-07 was issued in 2007 and proclaims that the transportation sector is the main source of GHG emissions in the State, since the transportation sector generates more than 40 percent of the State's GHG emissions. Executive Order S-1-07 establishes a goal to reduce the carbon intensity of transportation fuels sold in the State by at least ten percent by 2020. This Order also directs CARB to determine whether this Low Carbon Fuel Standard (LCFS) could be adopted as a discrete early-action measure as part of the effort to meet the mandates in AB 32.

On April 23, 2009 CARB approved the proposed regulation to implement the low carbon fuel standard. The low carbon fuel standard is anticipated to reduce GHG emissions by about 16 MMT per year by 2020. The low carbon fuel standard is designed to provide a framework that uses market mechanisms to spur the steady introduction of lower carbon fuels. The framework establishes performance standards that fuel producers and importers must meet each year beginning in 2011. Separate standards are established for gasoline and diesel fuels and the alternative fuels that can replace each. The standards are "back-loaded", with more reductions required in the last five years, than during the first five years. This schedule allows for the development of advanced fuels that are lower in carbon than today's fuels and the market penetration of plug-in hybrid electric vehicles, battery electric vehicles, fuel cell vehicles, and flexible fuel vehicles. It is anticipated that compliance with the low carbon fuel standard would be based on a combination of both lower carbon fuels and more efficient vehicles.

Reformulated gasoline mixed with corn-derived ethanol at ten percent by volume and low sulfur diesel fuel represent the baseline fuels. Lower carbon fuels may be ethanol, biodiesel, renewable diesel, or blends of these fuels with gasoline or diesel as appropriate. Compressed natural gas and liquefied natural gas also may be low carbon fuels. Hydrogen and electricity, when used fuels for the low carbon fuel standard.

Senate Bill 97

Senate Bill 97 (SB 97) was adopted August 2007 and acknowledges that climate change is a prominent environmental issue that requires analysis under CEQA. SB 97 directed the Governor's Office of

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Planning and Research (OPR), which is part of the State Natural Resources Agency, to prepare, develop, and transmit to CARB guidelines for the feasible mitigation of GHG emissions or the effects of GHG emissions, as required by CEQA, by July 1, 2010.

Pursuant to the requirements of SB 97 as stated above, on December 30, 2009 the Natural Resources Agency adopted amendments to the state CEQA guidelines that addressed GHG emissions. The CEQA Guidelines Amendments changed 14 sections of the CEQA Guidelines and incorporate GHG language throughout the Guidelines. However, no GHG emissions thresholds of significance were provided and no specific mitigation measures were identified.

The GHG emission reduction amendments went into effect on March 18, 2010 and are summarized below:

- Climate action plans and other greenhouse gas reduction plans can be used to determine whether a project has significant impacts, based upon its compliance with the plan.
- Local governments are encouraged to quantify the greenhouse gas emissions of proposed projects, noting that they have the freedom to select the models and methodologies that best meet their needs and circumstances. The section also recommends consideration of several qualitative factors that may be used in the determination of significance, such as the extent to which the given proposed project complies with State, regional, or local GHG reduction plans and policies. OPR does not set or dictate specific thresholds of significance for GHG impacts assessment.
- When creating their own thresholds of significance, local governments may consider thresholds of significance adopted or recommended by other public agencies or recommended by experts.
- New amendments include guidelines for determining methods to mitigate the effects of greenhouse gas emissions in Appendix F of the CEQA Guidelines.
- OPR is clear to state that “to qualify as mitigation, specific measures from an existing plan must be identified and incorporated into the project; general compliance with a plan, by itself, is not mitigation”.
- OPR emphasizes the advantages of analyzing GHG impacts on an institutional, programmatic level. OPR therefore approves tiering of environmental analyses and highlights some benefits of such an approach.
- Environmental impact reports (EIRs) must specifically consider a project’s energy use and energy efficiency potential.

Senate Bills 1078, 107, and X1-2 and Executive Orders S-14-08 and S-21-09

Senate Bill 1078 (SB 1078) requires retail sellers of electricity, including investor-owned utilities and community choices aggregators, to provide at least 20 percent of their supply from renewable sources by 2017. Senate Bill 107 (SB 107) changed the target date to 2010. Executive Order S-14-08 was signed

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on November 2008 and expands the State's Renewable Energy Standard to 33 percent renewable energy by 2020. Executive Order S-21-09 directed CARB to adopt regulations by July 31, 2010 to enforce Executive Order S-14-08. Senate Bill X1-2 codifies the 33 percent renewable energy requirement by 2020.

Senate Bill 375

Senate Bill 375 (SB 375) was adopted September 2008 and aligns regional transportation planning efforts, regional GHG emission reduction targets, and land use and housing allocation. SB 375 requires Metropolitan Planning Organizations (MPO) to adopt a Sustainable Communities Strategy (SCS) or alternate planning strategy (APS) that would prescribe land use allocation in that MPO's Regional Transportation Plan (RTP). CARB, in consultation with each MPO, provided each affected region with reduction targets for GHGs emitted by passenger cars and light trucks in the region for the years 2020 and 2035. These reduction targets would be updated every eight years but can be updated every four years if advancements in emission technologies affect the reduction strategies to achieve the targets. CARB is also charged with reviewing each MPO's SCS or alternate planning strategy for consistency with its assigned targets.

The proposed project is located within the Southern California Association of Governments (SCAG) jurisdiction, which has authority to develop the SCS or APS. For the SCAG region, the targets set by CARB are at eight percent below 2005 per capita GHG emissions levels by 2020 and 19 percent below 2005 per capita GHG emissions levels by 2035..These reduction became effective October 2018.

Senate Bill X7-7

Senate Bill X7-7 (SB X7-7), enacted on November 9, 2009, mandates water conservation targets and efficiency improvements for urban and agricultural water suppliers. SB X7-7 requires the Department of Water Resources (DWR) to develop a task force and technical panel to develop alternative best management practices for the water sector. In addition, SB X7-7 required the DWR to develop criteria for baseline uses for residential, commercial, and industrial uses for both indoor and landscaped area uses. The DWR was also required to develop targets and regulations that achieve a statewide 20 percent reduction in water usage.

Assembly Bill 939 and Senate Bill 1374

Assembly Bill 939 (AB 939) requires that each jurisdiction in California to divert at least 50 percent of its waste away from landfills, whether through waste reduction, recycling or other means. Senate Bill 1374 (SB 1374) requires the California Integrated Waste Management Board to adopt a model ordinance by March 1, 2004 suitable for adoption by any local agency to require 50 to 75 percent diversion of construction and demolition of waste materials and landfills.

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California Code of Regulations (CCR) Title 24, Part 6

CCR Title 24, Part 6: California's Energy Efficiency Standards for Residential and Nonresidential Buildings (Title 24) were first established in 1978 in response to a legislative mandate to reduce California's energy consumption. The standards are updated periodically to allow consideration and possible incorporation of new energy efficiency technologies and methods. Although it was not originally intended to reduce GHG emissions, electricity production by fossil fuels results in GHG emissions and energy efficient buildings require less electricity. Therefore, increased energy efficiency results in decreased GHG emissions.

The Energy Commission adopted 2008 Standards on April 23, 2008 and Building Standards Commission approved them for publication on September 11, 2008. These updates became effective on August 1, 2009. The 2019 standards were published July 1, 2019 and became effective January 1, 2020.

California Code of Regulations (CCR) Title 24, Part 11

On January 12, 2010, the State Building Standards Commission unanimously adopted updates to the California Green Building Standards Code, which went into effect on January 1, 2011.

2016 CALGreen Code: The 2016 residential standards are estimated to be approximately 28 percent more efficient than the 2013 standards. Energy efficient buildings require less electricity; therefore, increased energy efficiency reduces fossil fuel consumption and decreases greenhouse gas emissions. During the 2016-2017 fiscal year, the Department of Housing and Community Development (HCD) updated CALGreen through the 2015 Triennial Code Adoption Cycle.

HCD also increased the required construction waste reduction from 50 percent to 65 percent of the total building site waste. This increase aids in meeting CalRecycle's statewide solid waste recycling goal of 75 percent for 2020 as stated in Chapter 476, Statutes of 2011 (AB 341). HCD adopted new regulations requiring recycling areas for multifamily projects of five or more dwelling units. This regulation requires developers to provide readily accessible areas adequate in size to accommodate containers for depositing, storage and collection of non-hazardous materials (including organic waste) for recycling. This requirement assists businesses that were required as of April 1, 2016, to meet the requirements of Chapter 727, Statutes of 2014 (AB 1826).

HCD adopted new regulations to require information on photovoltaic systems and electric vehicle chargers to be included in operation and maintenance manuals. Currently, CALGreen section 4.410.1 Item 2(a) requires operation and maintenance instructions for equipment and appliances. Photovoltaic systems and electric vehicle chargers are systems that play an important role in many households in California, and their importance is increasing every day. HCD incorporated these two terms in the existing language in order to provide clarity to code users as to additional systems requiring operation and maintenance instructions.

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HCD updated the reference to Clean Air Standards of the United States Environmental Protection Agency applicable to woodstoves and pellet stoves. HCD also adopted a new requirement for woodstoves and pellet stoves to have a permanent label indicating they are certified to meet the emission limits. This requirement provides clarity to the code user and is consistent with the United States Environmental Protection Agency's New Source Performance Standards. HCD updated the list of standards which can be used for verification of compliance for exterior grade composite wood products. This list now includes four standards from the Canadian Standards Association (CSA): CSA O121, CSA O151, CSA O153 and CSA O325. HCD updated heating and air-conditioning system design references to the ANSI/ACCA 2 Manual J, ANSI/ACCA 1 Manual D, and ANSI/ACCA 3 Manual S to the most recent versions approved by ANSI. HCD adopted a new elective measure for hot water recirculation systems for water conservation. The United States Department of Energy estimates that 3,600 to 12,000 gallons of water per year can be saved by the typical household (with four points of hot water use) if a hot water recirculation system is installed.

During the 2019-2020 fiscal year, the Department of Housing and Community Development (HCD) updated CALGreen through the 2019 Triennial Code Adoption Cycle. HCD modified the best management practices for stormwater pollution prevention adding Section 5.106.2 for projects that disturb one or more acres of land. This section requires projects that disturb one acre or more of land or less than one acre of land but are part of a larger common plan of development or sale must comply with the postconstruction requirement detailed in the applicable National Pollutant Discharge Elimination System (NPDES) General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities issued by the State Water Resources Control Board. The NPDES permits require post-construction runoff (post-project hydrology) to match the preconstruction runoff pre-project hydrology) with installation of post-construction stormwater management measures.

HCD added sections 5.106.4.1.3 and 5.106.4.1.5 in regard to bicycle parking. Section 5.106.4.1.3 requires new buildings with tenant spaces that have 10 or more tenant-occupants, provide secure bicycle parking for 5 percent of the tenant-occupant vehicular parking spaces with a minimum of one bicycle parking facility. In addition, Section 5.106.4.1.5 states that acceptable bicycle parking facility for Sections 5.106.4.1.2 through 5.106.4.1.4 shall be convenient from the street and shall meeting one of the following: (1) covered, lockable enclosures with permanently anchored racks for bicycles; (2) lockable bicycle rooms with permanently anchored racks; or (3) lockable, permanently anchored bicycle lockers.

HCD amended section 5.106.5.3.5 allowing future charging spaces to qualify as designated parking for clean air vehicles.

HCD updated section 5.303.3.3 in regard to showerhead flow rates. This update reduced the flow rate to 1.8 GPM.

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HCD amended section 5.304.1 for outdoor potable water use in landscape areas and repealed sections 5.304.2 and 5.304.3. The update requires nonresidential developments to comply with a local water efficient landscape ordinance or the current California Department of Water Resource's Model Water Efficient Landscape Ordinance (MWELO), whichever is more stringent. Some updates were also made in regard to the outdoor potable water use in landscape areas for public schools and community colleges.

HCD updated Section 5.504.5.3 in regard to the use of MERV filters in mechanically ventilated buildings. This update changed the filter use from MERV 8 to MERV 13. MERV 13 filters are to be installed prior to occupancy, and recommendations for maintenance with filters of the same value shall be included in the operation and maintenance manual. Executive Order B-30-15

Executive Order B-30-15, establishing a new interim statewide GHG emission reduction target to reduce GHG emissions to 40 percent below 1990 levels by 2030, was signed by Governor Brown in April 2015.

Executive Order B-29-15

Executive Order B-29-15, mandates a statewide 25 percent reduction in potable water usage. The Order was signed into law on April 1, 2015.

Executive Order B-37-16

Executive Order B-37-16, continuing the State's adopted water reductions, was signed into law on May 9, 2016. The water reductions build off the mandatory 25 percent reduction called for in Executive Order B-29-15.

Regional

South Coast Air Quality Management District

The proposed project is within the SSAB, however, the portion of the SSAB encompassing the project site is regulated by the South Coast Air Quality Management District (SCAQMD), the agency principally responsible for comprehensive air pollution control in the South Coast Air Basin, as well as all of the Coachella Valley. To that end, as a regional agency, SCAQMD works directly with the SCAG, county transportation commissions, and local governments and cooperates actively with all federal and state agencies.

The SCAQMD develops rules and regulations, establishes permitting requirements for stationary sources, inspects emission sources, and enforces such measures through educational programs or fines, when necessary. SCAQMD is directly responsible for reducing emissions from stationary, mobile, and indirect sources. It has responded to this requirement by preparing a sequence of

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AQMPs. On June 30, 2016, SCAQMD released its Draft 2016 AQMP. The 2016 AQMP is a regional blueprint for achieving the federal air quality standards and healthful air.

The 2016 AQMP includes both stationary and mobile source strategies to ensure that rapidly approaching attainment deadlines are met, that public health is protected to the maximum extent feasible, and that the region is not faced with burdensome sanctions if the AQMP is not approved or if the NAAQS are not met on time. As with every AQMP, a comprehensive analysis of emissions, meteorology, atmospheric chemistry, regional growth projections, and impact of existing control measures is updated with the latest data and methods. The primary goal of the 2016 AQMP is to meet clean air standards and protect public health, including ensuring benefits to environmental justice and disadvantaged communities. Now that the plan has been approved by CARB, it has been forwarded to the U.S. EPA for its review. If approved by the EPA, the plan becomes federally enforceable.

SCAQMD Working Group

Since neither CARB nor the Governor's OPR has developed GHG emissions threshold, SCAQMD formed a Working Group to develop significance thresholds related to GHG emissions. At the September 28, 2010 Working Group meeting, SCAQMD released its most current version of the draft GHG emissions thresholds, which recommends a tiered approach that provides a quantitative annual threshold of 10,000 metric tons of CO₂ equivalent (MTCO_{2e}) for industrial uses. In order to assist local agencies with direction on GHG emissions, the SCAQMD organized a working group and adopted SCAQMD Regulation XXVII, Climate Change, which currently includes three SCAQMD Rules (2700, 2701, and 2702), along with SCAQMD Rule 3002.

SCAQMD Rules 2700 and 2701

SCAQMD adopted Rules 2700 and 2701 on December 5, 2008, which establishes the administrative structure for a voluntary program designed to quantify GHG emission reductions. Rule 2700 establishes definitions for the various terms used in Regulation XXVII — Global Climate Change. Rule 2701 provides specific protocols for private parties to follow to generate certified GHG emission reductions for projects within the district. Approved protocols include forest projects, urban tree planting, and manure management. SCAQMD is currently developing additional protocols for other reduction measures. For a GHG emission reduction project to qualify, it must be verified and certified by the SCAQMD Executive Officer, who has 60 days to approve or deny the Plan to reduce GHG emissions. Upon approval of the Plan, the Executive Officer issues required to issue a certified receipt of the GHG emission reductions within 90 days.

Rule 2702

SCAQMD adopted Rule 2702 on February 6, 2009, which establishes a voluntary air quality investment program from which SCAQMD can collect funds from parties that desire certified GHG emission

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reductions, pool those funds, and use them to purchase or fund GHG emission reduction projects within two years, unless extended by the Governing Board. Priority would be given to projects that result in co-benefit emission reductions of GHG emissions and criteria or toxic air pollutants within environmental justice areas. Further, this voluntary program may compete with the cap-and-trade program identified for implementation in CARB's Scoping Plan, or a federal cap-and-trade program.

Rule 3002

SCAQMD amended Rule 3002 on November 5, 2010 to include facilities that emit greater than 100,000 tons per year of CO₂e are required to apply for a Title V permit by July 1, 2011. A Title V permit is for facilities that are considered major sources of emissions.

A variety of agencies have developed GHG emission thresholds and/or have made recommendations for how to identify a threshold. However, the thresholds for projects in the jurisdiction of SCAQMD remain in flux. The California Air Pollution Control Officers Association (CAPCOA) explore a variety of threshold approaches but did not recommend one approach. CARB recommended approaches for setting interim significance thresholds, in which a draft industrial project threshold suggests that non-transportation related emissions under 7,000 MTCO₂e per year would be less than significant; however, CARB has not approved of those thresholds and has not published anything since then. The Bay Area Air Quality Management District and the San Joaquin Valley Air Pollution Control District have both developed greenhouse gas thresholds. However, those thresholds are not applicable to the proposed project since the proposed project is under the jurisdiction of SCAQMD. SCAQMD is in the process of developing thresholds, as discussed below.

SCAQMD Threshold Development

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

SCAQMD is in the process of preparing recommended significance thresholds for greenhouse gases for local lead agency consideration; however, the SCAQMD Board has not approved the thresholds as of the date of this CEQA document. The current draft thresholds consist of the following tiered approach:

- Tier 1 consists of evaluating whether or not the project qualifies for any applicable exemption under CEQA.
- Tier 2 consists of determining whether the project is consistent with a greenhouse gas reduction plan. If a project is consistent with a qualifying local GHG reduction plan, it does not have significant greenhouse gas emissions.

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- Tier 3 consists of screening values, which the lead agency can choose, but must be consistent with all projects within its jurisdiction. A project's construction emissions are averaged over 30 years and are added to a project's operational emissions. If a project's emissions are under one of the following screening thresholds, then the project is less than significant:
 - All land use types: 3,000 MTCO_{2e} per year.
 - Based on land use type: residential: 3,500 MTCO_{2e} per year; commercial: 1,400 MTCO_{2e} per year; or mixed use: 3,000 MTCO_{2e} per year.
 - Based on land type: Industrial (where SCAQMD is the lead agency), 10,000 MTCO_{2e} per year.
- Tier 4 has the following options:
 - Option 1: Reduce emissions from business as usual (BAU) by a certain percentage; this percentage is currently undefined.
 - Option 2: Early implementation of applicable AB 32 Scoping Plan measures.
 - Option 3, 2020 target for service populations (SP), which includes residents and employees: 4.8 MTCO_{2e}/SP/year for projects and 6.6 MTCO_{2e}/SP/year for plans;
 - Option 3, 2035 target: 3.0 MTCO_{2e}/SP/year for projects and 4.1 MTCO_{2e}/SP/year for plans
- Tier 5 involves mitigation offsets to achieve target significance threshold.

The SCAQMD's draft threshold uses the Executive Order S-3-05 goal as the basis for the Tier 3 screening level. Achieving the Executive Orders' objective would contribute to worldwide efforts to cap CO₂ concentrations at 450 PPM, thus stabilizing global climate.

Although SCAQMD is responsible for regional air quality planning efforts, it does not have the authority to directly regulate air quality issues associated with plans and new development projects within the South Coast Air Basin, including the Coachella Valley portion of the Salton Sea Air Basin, which the SCAQMD regulates.

Local

City of Desert Hot Springs

Local jurisdictions, such as the City, have the authority and responsibility to reduce air pollution through its police power and decision-making authority. The City adopted a Climate Action Plan (CAP) on May of 2013. The CAP was set in place to guide the City in decisions that lead to the largest and most cost-effective emissions reductions. This plan sets forth goals to reduce emissions to achieve the targets of AB 32. The CAP identifies that the community would have to reach a 36.4 percent reduction from Year 2010 baseline emissions or a 43.2 percent reduction from Year 2020 business-as-usual emission by the year 2020 in order to obtain the AB 32 target emissions. The CAP targets are

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based on a predicted population growth rate of 83 percent between 2010 and 2020. However, according to the Census Bureau, the population of Desert Hot Springs was estimated to be 27,049 in April 2010 and 28,164 in July 2014; which shows a growth rate of 4.1 percent; therefore the City would have to increase its population by 78.9 percent by 2020 to validate the reduction target percentage.

The City has identified 80 measures to be implemented over the course of an eight-year period, beginning in 2013, in order to achieve their emission reduction goals. The City promotes energy efficiency and conservation in all areas of community development, including transportation, development planning, and public and private sector construction and operation, as well as in the full range of residential and non-residential projects. The City supports public and private efforts to develop and operate alternative systems of solar and electric production that take advantage of local renewable resources. In addition, the CAP discusses the ability to develop and implement a solar ready ordinance that would require all new buildings and homes to be prepared for solar install. The CAP also promotes the use of drought tolerate desert landscaping for parks, recreational facilities and golf courses.

Methodology

The proposed project is anticipated to generate GHG emissions from area sources, energy usage, mobile sources, wastewater and construction equipment. The following provides the methodology used to calculate the proposed project-related GHG emissions, the proposed project impacts and a consistency analysis of the proposed project with any applicable GHG reduction plans, policies or regulations.

The CalEEMod Version 2016.3.2 was used to calculate the GHG emissions from the proposed project. The proposed project's emissions were compared to the SCAQMD industrial threshold of 10,000 MTCO₂e per year. The CalEEMod calculations for GHG Emissions for Phase 1-4 of the proposed project are available in Appendix D of the *Air Quality, GHG, and HRA Impact Analysis* (Appendix B).

The following are brief definitions of anticipated generation sources and sequestration of GHG emissions from the proposed project:

Area Sources

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

Energy Usage

Energy usage includes emissions from the generation of electricity and natural gas used onsite. As discussed in the *Air Quality, GHG and HRA Impact Analysis*, proposed project design features include: an onsite power plant, a total of 86,365,986 kWh of energy per year from solar located on building

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rooftops and parking area shade structures, and the operation of chillers from heat generation. These alternative energy source design features are anticipated to generate more energy than what is needed by the proposed project. The reductions from the proposed project design features are reported in the mitigated emissions in CalEEMod (see *Air Quality, GHG, and HRA Impact Analysis*). In addition, the proposed project is anticipated to need 24,816,806.4 kWh of annual power consumption for the general light industrial uses.

Mobile Sources

Mobile sources include emissions from the additional vehicle miles generated from the proposed project. The vehicle trips associated with the proposed project have been analyzed by inputting the project-generated vehicular trips from the *Traffic Impact Analysis* prepared by Ganddini Group for the proposed project into the CalEEMod Model. The program then applies the emission factors for each trip which is provided by the EMFAC2014 model to determine the vehicular traffic pollutant emissions.

Waste

Waste includes the GHG emissions generated from the processing of waste from the proposed project as well as the GHG from the waste once it is interred into a landfill.

Water

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

Construction

The construction-related GHG emissions were also included in the analysis and were based on a 30 year amortization rate as recommended in the SCAQMD GHG Working Group meeting on November 19, 2009. The construction-related GHG emissions were calculated by CalEEMod as detailed in Appendix D of the *Air Quality, GHG, and HRA Impact Analysis* (Appendix B).

Sequestration

The following GHG emissions analysis includes reduction of GHG emissions from the planting of approximately 836 new trees. CAPCOA states that trees sequester carbon dioxide over 20 years of their life, after that, sequestration is nominal and outweighed by tree maintenance-related emissions. The total sequestration value given in the Annual CalEEMod output (see *Air Quality, GHG, and HRA Impact Analysis*) was divided by 20 years to yield an annual value for each phase, which was then subtracted from the proposed project's emissions.

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Power Reclamation Facility

The Power Reclamation Facility is to precool the turbine intake air temperature and volume to eliminate the production of certain greenhouse gases in turn producing higher temperature and lower combustion air exhaust gases. This is a technique used with additional cost to the plant that reduces certain greenhouse gases generally associated with turbine natural gas combustion.

The calculations used intake air temperature and exhaust gas temperature as factors to determine the final quantities of each of the greenhouse gases. For example, for the proposed project, the intake air temperature was reduced by 15 degrees Fahrenheit by evaporative pre-cooling of the intake stream there-by increasing the volume of intake air and creating a leaner mixture burning at lower temperatures. The modeling software inputs and outputs were used per the American Society of Heating, Refrigeration and Air-Conditioning Engineers (ASHRAE) standards for the regional location of the project for ambient design day temperature and relative humidity averages.

The gas turbine performance criteria used in the calculations were provided by Caterpillar for their Solar 10 and 20 MW Natural Gas Fired Turbine Generators. The natural gas fuel density and low-high heat values and composition are all factored into the determination of the power generation conversion of natural gas as a fuel source. The use of bio-fuel was also factored in as mandated by the CAPUE and all values were sourced from Southern California Gas Company.

3.8.3 Impacts

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

- a. **Less than Significant Impact.** The proposed project’s anticipated GHG emissions have been calculated on the parameters described above. A summary of the results are shown below in Table 27, *Project-Related Greenhouse Gas Emissions*, and the CalEEMod Model results for the proposed project is provided in Appendix D of the *Air Quality, GHG, and HRA Impact Analysis*. As discussed above, the proposed project includes energy efficient design features that are anticipated to generate more energy that what is needed by the proposed project. As such,

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the anticipated proposed project-related emissions are shown as negative values to reflect the difference in the proposed project’s energy needs and energy production. The reductions from these proposed project design features are reported in the mitigated emissions in CalEEMod and are shown in Table 27.

Table 27 Project-Related Greenhouse Gas Emissions¹

Phase 1	Greenhouse Gas Emissions (Metric Tons/Year)					
Category	Bio-CO2	NonBio-CO2	CO2	CH4	N2O	CO2e
Area Sources ²	0.00	0.01	0.01	0.00	0.00	0.01
Energy Usage ³	0.00	-4,791.98	-4,791.98	-0.20	-0.04	-4,808.69
Mobile Sources ⁴	0.00	770.58	770.58	0.04	0.00	771.49
Waste ⁵	107.75	0.00	107.75	6.37	0.00	266.94
Water ⁶	31.40	410.68	442.09	3.24	0.08	546.89
Construction ⁷	0.00	130.51	130.51	0.02	0.00	130.91
Power Plant ⁸	-	-	597.37	-	-	597.37
Total Emissions	139.15	-3,480.20	-3,341.05	9.46	0.04	-2,495.08
SCAQMD Industrial Threshold						10,000
Exceeds Threshold?						No
Phase 2	Greenhouse Gas Emissions (Metric Tons/Year)					
Category	Bio-CO2	NonBio-CO2	CO2	CH4	N2O	CO2e
Area Sources ²	0.00	0.01	0.01	0.00	0.00	0.01
Energy Usage ³	0.00	-4,670.92	-4,670.92	-0.20	-0.04	-4,686.90
Mobile Sources ⁴	0.00	1,236.53	1,236.53	0.05	0.00	1,237.84
Waste ⁵	107.75	0.00	107.75	6.37	0.00	266.94
Water ⁶	31.40	410.68	442.09	3.24	0.08	546.89
Construction ⁷	0.00	79.56	79.56	0.01	0.00	79.78
Power Plant ⁸	-	-	597.37	-	-	597.37
Total Emissions	139.15	-2,944.14	-2,804.99	9.47	0.04	-1,958.08
SCAQMD Industrial Threshold						10,000
Exceeds Threshold?						No
Phase 3	Greenhouse Gas Emissions (Metric Tons/Year)					
Category	Bio-CO2	NonBio-CO2	CO2	CH4	N2O	CO2e
Area Sources ²	0.00	0.00	0.00	0.00	0.00	0.00
Energy Usage ³	0.00	-2,334.04	-2,334.04	-0.10	-0.02	-2,342.03
Mobile Sources ⁴	0.00	556.29	556.29	0.02	0.00	556.88
Waste ⁵	53.87	0.00	53.87	3.18	0.00	133.47
Water ⁶	15.70	205.34	221.04	1.62	0.04	273.45
Construction ⁷	0.00	49.66	49.66	0.01	0.00	49.89
Power Plant ⁸	-	-	298.69	-	-	298.69

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Phase 3		Greenhouse Gas Emissions (Metric Tons/Year)				
Category	Bio-CO2	NonBio-CO2	CO2	CH4	N2O	CO2e
Total Emissions	69.58	-1,522.74	-1,154.48	4.74	0.02	-1,029.64
SCAQMD Industrial Threshold						10,000
Exceeds Threshold?						No
Phase 4		Greenhouse Gas Emissions (Metric Tons/Year)				
Category	Bio-CO2	NonBio-CO2	CO2	CH4	N2O	CO2e
Area Sources ²	0.00	0.00	0.00	0.00	0.00	0.00
Energy Usage ³	0.00	-2,334.04	-2,334.04	-0.10	-0.02	-2,342.03
Mobile Sources ⁴	0.00	532.48	532.48	0.02	0.00	533.02
Waste ⁵	53.87	0.00	53.87	3.18	0.00	133.47
Water ⁶	15.70	205.34	221.04	1.62	0.04	273.45
Construction ⁷	0.00	54.87	54.87	0.01	0.00	55.04
Power Plant ⁸	-	-	298.69	-	-	298.69
Total Emissions	69.58	-1,541.35	-1,471.77	4.73	0.02	-1,048.36
SCAQMD Industrial Threshold						10,000
Exceeds Threshold?						No
Total for Phases 1 through 4						-6,531.16
SCAQMD Industrial Threshold						10,000
Exceeds Threshold?						Yes

Notes:

- (1) Source: CalEEMod Version 2016.3.2
- (2) Area sources consist of GHG emissions from consumer products, architectural coatings, and landscape equipment.
- (3) Energy usage consist of GHG emissions from electricity and natural gas usage.
- (4) Mobile sources consist of GHG emissions from vehicles.
- (5) Solid waste includes the CO₂ and CH₄ emissions created from the solid waste placed in landfills.
- (6) Water includes GHG emissions from electricity used for transport of water and processing of wastewater.
- (7) Construction GHG emissions CO₂e based on a 30 year amortization rate. Includes off-site improvements.

As shown in Table 27, Phase 1 of the proposed project would generate emissions in the amount of -2,495.08 MTCO₂e per year, Phase 2 would generate -1,958.08 MTCO₂e per year, Phase 3 would generate -1,029.64 MTCO₂e per year, and Phase 4 would generate -1,048.36 MTCO₂e per year. Additionally, at buildout of the proposed project, Phases 1 through 4 combined would be anticipated to generate emissions in the amount of -6,531.16 MTCO₂e per year. According to the thresholds established per SCAQMD, a cumulative global climate change impact would occur if GHG emissions created from the on-going operations of the proposed project would exceed the industrial threshold of 10,000 MTCO₂e per year. As shown in Table 27, the proposed project’s anticipated GHG emissions would not exceed the SCAQMD industrial threshold of 10,000 MTCO₂e per year for industrial uses. Therefore, with energy efficient proposed project design features, GHG emissions generated as a result of development of the proposed project would result in a less than significant impact.

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- b. Less than Significant Impact.** The proposed project could have the potential to conflict with any applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHGs. The applicable plan for the proposed project is the City's CAP adopted in May 2013. The City's CAP sets forth goals to reduce GHG emissions to achieve the targets of AB 32.

As stated previously, the SCAQMD's tier 3 thresholds (specifically 10,000 MTCO₂e for industrial uses) used Executive Order S-3-05 goal as the basis for deriving the screening level. The California Governor issued Executive Order S-3-05, GHG Emission, in June 2005, which established the following reduction targets:

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

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

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

As shown in Table 28, *City of Desert Hot Springs CAP Applicable Measures Project Comparison*, the proposed project would be consistent with the applicable measures of the City's CAP. At a total projected level of -6,531.16 MTCO₂e per year, the proposed project's GHG emissions do not exceed the SCAQMD industrial threshold of 10,000 MTCO₂e per year and is in compliance with the reduction goals of the City CAP, AB-32, and SB-32. Additionally, the proposed project includes energy efficient design features such as an onsite power plant, solar power generation via rooftop and parking area shade structures, and operation of chillers from heat generation. These design features are anticipated to generate more energy than what is needed by the proposed project. Furthermore, the proposed project will comply with applicable Green Buildings Standards and City's policies regarding sustainability (as dictated by the City CAP). Therefore, impacts would be less than significant.

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Table 28 City of Desert Hot Springs CAP Applicable Measures Project Comparison¹

Sector	CAP Measures to Reduce Greenhouse Gas Emissions	Project Compliance with Measure
Sphere - "Where We Live"		
Solid Waste	Solid Waste Diversion: Increase solid waste diversion rate by 5% to 68.1% by 2015 potentially through use of tiered rate structure.	Consistent. The proposed project will be required to comply with AB 347 which includes recycling programs that reduces waste to landfills by up to 75% by 2020.
Solid Waste	Solid Waste Diversion: Increase solid waste diversion rate by an additional 10% to 78.1% by 2020 potentially through awareness programs, recognition, tiered rate structures, and other financial instruments.	Consistent. The proposed project will be required to comply with AB 347 which includes recycling programs that reduces waste to landfills by up to 75% by 2020.
Sphere- "Where We Work"		
Commercial Buildings	Peak Demand Reduction: Collaborate with SCE and encourage 100 businesses to enroll in Energy Efficiency and Demand Response programs such as the Summer Discount Program.	Consistent. This is a City-based measure. If the proposed project is mandated by the City to be one of the 100 businesses that are to enroll in an Energy Efficiency and Demand Response program then the proposed project will comply as needed.
Commercial Buildings	Energy-Efficient, Commercial-Sector Lighting: Promote and leverage existing incentives for efficient lighting and educate and locally incent building owners to eliminate any remaining T-12 lamps in commercial/industrial buildings.	Consistent. The proposed project will comply with current Title 24 requirements for installation of energy-efficient lighting.
Commercial Buildings	"The Temperature Club": Promote community partnership through policies to adjust indoor temperatures to save/degree reaching out to 100 businesses.	Consistent. This is a City-based measure. If the proposed project is mandated by the City to be one of the 100 businesses in the "Temperature Club," the proposed project will comply as needed.
Commercial Buildings	Integrated Lighting Systems: Promote SCE's Energy Management Solutions' energy- efficient lighting linked to building controls and occupancy sensors in minimum of 1 million square feet of commercial/industrial space.	Consistent. This is a City-based measure. If the proposed project is mandated by the City to be part of the 1 million square feet of commercial/industrial space that is to have energy-efficient lighting linked to building controls and occupancy sensors, then the proposed project will comply as needed.
Government Initiatives	Water Efficient Landscaping Ordinance: Build on and exceed current Water Efficient Landscaping Ordinance in the commercial/industrial sector by 15% community-wide by 2020.	Consistent. The proposed project's landscape design complies with the City's landscaping standards and accommodates the surrounding desert landscape.
Sphere- " How We Build"		
Commercial Buildings	Sustainable Parking Lots: Program to reduce the heat island effect through the promotion of parking lot coverings and coatings and semi permeable surfaces for new construction to achieve 20% of	Consistent. The proposed project includes the planting of trees in the parking lot that would provide shade and reduce the heat island effect and semi-permeable paving will be used as required by the City.

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Sector	CAP Measures to Reduce Greenhouse Gas Emissions	Project Compliance with Measure
	existing parking lots, and 80% of new parking lots.	
Commercial Buildings	"Cool Roofs": Promote the installation of reflective roofing on commercial/industrial properties in the community with recognition for first ten early adopters.	Consistent. The proposed project will comply with current Title 24 prescriptive cool roof requirements to meet energy compliance.
Government Initiatives	Green Building Program: Promote the voluntary Green Building Program to prepare for enhanced Title 24 requirements and green building standards.	Consistent. The California Green Building Standards Code (proposed Part 11, Title 24) was adopted as part of the California Building Standards Code in the CCR. Part 11 establishes voluntary standards, that became mandatory in the 2016 edition of the Code, on planning and design for sustainable site development, energy efficiency (in excess of the California Energy Code requirements), water conservation, material conservation, and internal air contaminants. The proposed project will be subject to these mandatory standards.
Water	Stormwater Capture: Promote storm water capture and retention for exterior landscape use (cisterns, rain barrels) to demonstrate 10 new systems by 2020.	Consistent. The proposed project includes four retention basins. These retention basins will reduce the runoff from the project site to its pre-developed rate and meet water quality requirements.

Notes: (1) Source: City of Desert Hot Springs Climate Action Plan (2013).

3.8.4 Mitigation Measures

Mitigation measures are not required.

3.8.5 Level of Significance After Mitigation

Not applicable.

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3.9 Hazards and Hazardous Materials

3.9.1 Sources

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

- Department of Toxic Substances Control, Envirostor Database, <https://www.envirostor.dtsc.ca.gov/public/>
- *Hazardous Waste Listings*, Environmental Protection Agency, https://www.epa.gov/sites/production/files/2016-01/documents/hw_listref_sep2012.pdf; accessed November 14, 2019.
- *CALFIRE Riverside County (WEST) Fire Hazard Severity Zone in State Responsibility Area Map*, Cal Fire, <https://osfm.fire.ca.gov/divisions/wildfire-planning-engineering/wildland-hazards-building-codes/fire-hazard-severity-zones-maps/>.
- *Comprehensive General Plan 2000*, City of Desert Hot Springs, September 5, 2000.

3.9.2 Environmental Setting

Hazardous Materials Management

Hazardous waste is any liquid, solid, gas, or sludge that is potentially dangerous to human health and the environment, including everyday commercial products, such as pesticides, cleaning fluids, and household sprays, as well as byproducts of manufacturing processes. The EPA has classified hazardous waste into four types, including: listed wastes; characteristic wastes; universal wastes; and mixed wastes. Listed wastes include wastes from common manufacturing and industrial processes, waste from specific industries such as petroleum refining or pesticide manufacturing and discarded commercial products. Characteristic wastes include non-listed wastes that exhibit ignitability, corrosivity, reactivity, and toxicity. Universal wastes include items such as batteries, mercury-containing equipment, and fluorescent lamps and bulbs. Mixed wastes contain radioactive and hazardous waste components. All hazardous waste poses a threat to humans and the environment, and therefore is regulated by federal, State and local programs.

Regulatory Setting

Federal Programs

Resource Conservation and Recovery Act

The EPA has been given authority and responsibility to regulate hazardous waste by the Resource Conservation and Recovery Act of 1976 (RCRA). Through RCRA, the EPA is responsible for monitoring the generation, transportation, treatment, storage, and disposal of hazardous waste. Amendments

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to RCRA, including the 1984 Federal Hazardous and Solid Waste Amendments, and those established in 1986, forced the EPA to increase enforcement of underground storage tanks of petroleum and other hazardous substances, focus on waste minimization programs, such as phasing out hazardous waste from landfills, and finally mandating corrective measures regarding the release of hazardous wastes.

Most recent EPA efforts and responsibilities for managing hazardous waste include management of wastes from homeland security incidents. The Waste Management for Homeland Security Incidents requires EPA to provide technical support to federal, State, local, and tribal authorities on waste management and cleanup efforts resulting from natural disasters, terrorist attacks, major accidents, and disease outbreaks. The main responsibility of EPA is to promote pre-planning efforts to deal with hazardous waste disasters and encourage various stakeholders to prepare for natural and man-made disasters. EPA is also required to review emergency response plans for federal agencies, and participate in exercises with federal, State, local, and tribal emergency responders.

Comprehensive Environmental Response, Compensation, and Liability Act of 1980 (CERCLA)

CERCLA, also known as the Superfund Act, was established in 1980 to provide a federal “superfund” to clean up uncontrolled or abandoned hazardous-waste sites as well as accidents, spills, and other emergency releases of pollutants and contaminants into the environment. EPA was given power to seek out those parties responsible for any release and assure their cooperation in the cleanup. There are no Superfund sites at the project site or in the surrounding area. All environmental cleanups and permitted hazardous material facilities are included in the California Department of Toxic Substances Control (DTSC) Envirostor database, including CERCLA sites, and none were found within the City.

National Pollution Discharge Elimination Permit

The National Pollution Discharge Elimination System (NPDES) program regulates municipal, industrial, and construction stormwater discharges. The SWPPP and Water Quality Management Plan (WQMP) are the permits required by NPDES to regulate stormwater associated with proposed project construction and operation. Developers of future projects would be responsible for preparing a SWPPP for each development site that would include a list of BMPs to be implemented in order to prevent soil erosion and discharge of construction-related pollutants that could contaminate nearby water sources. The SWPPP would be implemented during construction at each development site, and a copy of the SWPPP must be maintained onsite during construction. A WQMP is required to be prepared for each proposed project within the project site that would include BMPs to be implemented during post-construction operations at each site. More information on these requirements is provided in Section 3.10, *Hydrology and Water Quality*.

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State Programs

California Certified Unified Program Agencies

The California Certified Unified Program Agencies (CUPA), is a collection of State and regional agencies in charge of regulating hazardous waste. They are responsible for the administration, permits, inspection and enforcement of various environmental and emergency management programs, including the Underground Storage Tank Program, the Aboveground Petroleum Storage Act Program, Hazardous Materials Release Response Plans, and Hazardous Waste Generator and Onsite Hazardous Waste Treatment Programs. CalEPA is responsible for administering and certifying the CUPA's. Two State agencies that are also heavily involved with CUPA activities include the DTSC and the California State Water Resources Control Board (SWRCB).

California Department of Toxic Substances Control

DTSC is responsible for protecting public health and environment from hazardous waste generated each year in the State. They regulate under the authority of the federal RCRA of 1976 and the California Health and Safety Code. The DTSC operates a variety of programs including the following:

- Overseeing site cleanups at improperly managed waste sites.
- Ensuring those who generate, handle, transport, store, and dispose of hazardous waste to do so properly.
- Taking enforcement action against those who fail to manage hazardous waste appropriately.
- Exploring and promoting pollution and encouraging reuse and recycling.
- Evaluating soil, water and air samples at sites and developing new analytical methods.
- Practicing other environmental sciences, including toxicology, risk assessment, and technology development.
- Involving the public in DTSC's decision-making.

The DTSC is required to compile and update each year, or as appropriate, a list of hazardous waste sites pursuant to Section 65962.5(a). The DTSC has created the EnviroStor database of properties throughout California that may be contaminated. There are five sites within City's limits or sphere of influence that are listed pursuant to Section 65962.5(a), however the project site is not listed as one of these sites.

California State Water Resources Control Board

The SWRCB is responsible for regulating wastewater discharges to surface waters and groundwater. This includes discharges from all construction, industrial, municipal, and agricultural activities. SWRCB delegates these responsibilities to various regional water quality control boards throughout the State. Desert Hot Springs falls under the jurisdiction of the Colorado River Basin Regional Water Quality

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Board (RWQCB). The Colorado River Basin RWQCB is responsible for overseeing corrective actions associated with leaks and improper disposal from underground storage tanks, such as gas station tanks, and provides assistance to County of Riverside Department of Environmental Health (DEH) on underground storage leaks.

California Senate Bill 94 Section 140 Section 11362.768(b)

California Senate Bill 94 (SB 94) addresses and defines ‘volatile solvents’ used to manufacture concentrated cannabis. The following clauses apply to the proposed project related to cannabis cultivation:

(b) A manufacturing facility that operates pursuant to this section and manufactures medicinal cannabis products shall not, solely on the basis of that fact, be subject to state criminal sanctions under Section 11379.6 if the manufacturing facility abides by all of the following requirements:

(1) The manufacturing facility does either or both of the following:

(A) Utilizes only manufacturing processes that are either solventless or that employ only nonflammable, nontoxic solvents that are generally recognized as safe pursuant to the federal Food, Drug, and Cosmetic Act (21 U.S.C. Sec. 301 et seq.).

(B) Utilizes only manufacturing processes that use solvents exclusively within a closed-loop system that meets the following requirements:

(i) The system uses only solvents that are generally recognized as safe pursuant to the federal Food, Drug, and Cosmetic Act (21 U.S.C. Sec. 301 et seq.).

(ii) The system is designed to recapture and contain solvents during the manufacturing process, and otherwise prevent the off-gassing of solvents into the ambient atmosphere to mitigate the risks of ignition and explosion during the manufacturing process.

(iii) A licensed engineer certifies that the system was commercially manufactured, safe for its intended use, and built to codes of recognized and generally accepted good engineering practices, including, but not limited to, the American Society of Mechanical Engineers (ASME), the American National Standards Institute (ANSI), Underwriters Laboratories (UL), the American Society for Testing and Materials (ASTM), or Occupational Safety and Health Administration (OSHA) Nationally Recognized Testing Laboratories (NRTLs).

(iv) The system has a certification document that contains the signature and stamp of a professional engineer and the serial number of the extraction unit being certified.

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(2) The manufacturing facility receives and maintains approval from the local fire official for the closed-loop system, other equipment, the extraction operation, and the facility.

(3) The manufacturing facility meets required fire, safety, and building code requirements in one or more of the following:

(A) The California Fire Code.

(B) The National Fire Protection Association (NFPA) standards

(C) International Building Code (IBC).

(D) The International Fire Code (IFC).

(E) Other applicable standards, including complying with all applicable fire, safety, and building codes in processing, handling, and storage of solvents or gasses.

(4) The manufacturing facility is in possession of a valid seller's permit issued by the State Board of Equalization.

Regional Programs

The Riverside County DEH provides programs and services related to protecting public health, safety and the environment. Within the DEH are two divisions: District Environmental Service; and Environmental Protection and Oversight (EPO). EPO is responsible for handling and regulating hazardous materials, land use, water systems, underground storage tanks, solid waste and business emergency plans and is responsible for managing a list of all hazardous waste generators in the County. Generators include golf courses, gas stations, dry cleaners, grocery stores, car dealerships and City maintenance facility yards.

Emergency response in the City involves numerous State, regional, local and non-profit agencies whose goal is to prepare local residents for emergencies caused by natural or human incidents. The State passed the California Emergency Services Act in 1970 to provide basic legal authority for emergency management in the State. The Act created the Governor's Office of Emergency Services (OES), which serves as the lead agency for emergency management and to organize all levels of government, businesses, community organizations and volunteers to deal with local emergencies. The County of Riverside operates the OES through the Riverside County Fire Department. The Riverside County OES is responsible for mitigation, preparedness, response, and recovery activities from hazards and threats occurring in Riverside County.

In order to coordinate efforts related to hazardous materials engagement, the County has developed a Hazardous Waste Management Plan (HWMP), which addresses the proper disposal, processing, handling, storage and treatment of hazardous materials. The City has also adopted the HWMP and implements it at the local level.

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In the City, hazardous materials are limited to small quantity generators (those generating less than 1,000 kilograms of hazardous waste per month), ranging from individual households which store cleaning solutions and automotive products, to service stations and medical clinics, which may store or use larger quantities of hazardous materials. Some small quantity generators in the City include Mission Springs Water District, Mission Lakes Country Club, and Caliente Springs Hotel.

Hazardous Materials Business Emergency Plan

Federal, State and local laws require a Hazardous Materials Business Emergency Plan (HMBEP) to be prepared and submitted by owners and/or operators of facilities that store hazardous materials at or above reportable threshold quantities. In the Coachella Valley, the County of Riverside is charged with the responsibility to oversee compliance of these laws.

A HMBEP is a written set of procedures and information created to help minimize the effects and extent of a release or threatened release of a hazardous material. The intent of an HMBEP is to satisfy federal and State Community Right-To-Know laws and to provide detailed information for use by emergency responders.

A hazardous material is defined as any material that because of its quantity, concentration, physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released into the workplace or environment. Hazardous materials include, but are not limited to, hazardous substances, hazardous wastes, and any material that a business or the local implementing agency has a reasonable basis for believing that it would be injurious to the health and safety of persons or harmful to the environment if released. Hazardous material also includes any substance or chemical product for which the manufacturer or producer is required to prepare a Material Safety Data Sheet (SDS).

Per the California Health and Safety Code (HSC), Chapter 6.95, Section 25500 - 25532, a HMBEP must be submitted by any business that handles a hazardous material or a mixture containing a hazardous material in quantities equal to, or greater than, those outlined below:

- A total weight of 500 pounds or a total volume of 55 gallons.
- 200 cubic feet at standard temperature and pressure for compressed gas.
- A radioactive material handled in quantities for which an emergency plan is required pursuant to Parts 30, 40 or 70 of Chapter 10, Title 10, Code of Federal Regulations (CFR), or equal to or greater than the amounts specified above, whichever amount is less.

An HMBEP must outline the kind of hazards associated with the materials documented in the SDS that are present at a business, and the following steps that would be taken to help prevent an accidental release of hazardous material:

- Mitigation – The procedures to be followed to reduce the severity of a release or threatened release of a hazardous material at the business. The procedures should detail the actions to

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be taken by employees to stop a release, contain a release, or to reduce the problems associated with a release.

- Abatement – How the business would handle the complete process of stopping a release, cleaning up, and disposing of released materials at the business.
- Evacuation - The procedures to be followed for immediate notification and evacuation of the business. This shall include a floor plan layout of the business showing escape routes and a safe area, designated regrouping area.
- Earthquakes – To identify areas and equipment that would require immediate inspection or isolation due to their vulnerability to earthquake related ground motion. This would include checking for equipment such as gas cylinders, piping, drums, etc., that may need to be secured or spillage that may require mitigation or abatement.
- Hazardous Waste Contingency – To identify specific procedures for prevention, mitigation and abatement of a release of hazardous waste generated at your business. Note: This section of the HMBEP only applies to hazardous waste generators.
- Unauthorized Release Response Plan – To identify specific procedures for mitigation, abatement and reporting of an unauthorized release from an underground storage tank (UST). The plan must address a release from a single wall or a double wall tank system as applicable. This plan should cover the entire UST system. This section only applies to UST owner/operators.

An HMBEP must include a training program, which is reasonable and appropriate for the size of the business and the nature of the hazardous materials handled. The training program must take into consideration the responsibilities of the employees to be trained. The training program must at a minimum, include:

- Methods for safe handling of hazardous materials stored at the business, including familiarity with the characteristics and hazards of each material and measures employees can take to protect themselves from chemical hazards.
- Procedures for coordination with local emergency response organizations.
- Proper use of personal protective equipment.
- The prevention, abatement and mitigation procedures developed for the business and explained in the HMBEP, including proper use of emergency equipment and supplies.
- Emergency evacuation plans to provide the notification procedure used to alert people to evacuate, and the closest location to obtain appropriate emergency medical care.
- Procedures to coordinate with and assist the local emergency personnel that may respond to the business.

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- Who and how to call for immediate assistance in the event of an accident involving hazardous materials.
- Procedures for ensuring that appropriate personnel receive initial and annual refresher training.

As applicable to future projects at the project site a copy of the HMBEP must be posted in a visible area of all eligible businesses in accordance with HSC standards and to be readily accessible by employees and for County inspectors.

Local – City of Desert Hot Springs

City of Desert Hot Springs Ordinance No. 585

Applicants of proposed medical marijuana manufacturing facilities shall adhere to the City's Ordinance No.585, specifically Section 17.180.060 of the City's Municipal Code which is included in the ordinance. Medical marijuana manufacturing facilities shall only be located in Industrial Districts within the City. Facilities shall obtain a City-issued CUP and regulatory permit, and a Development Agreement if the property is raw land. All manufacturing shall be conducted only in the interior of the fully enclosed structures, building, or other fully enclosed spaces, and shall not be visible from any public right of way. Manufacturers are limited to certain equipment, methods, solvents, gases and mediums when creating medical marijuana extracts. Manufacturing facilities with a Type-6 (non-volatile) or a Type 7 (volatile) classification on their State license would be allowed to operate within the City.

Hazardous Waste Transportation

There are four major transportation routes through or near the City commonly used for transporting hazardous waste. Interstate 10 is located approximately 0.1 miles southwest of the project site. The Union Pacific Railroad is approximately 0.73 miles southwest of the project site. State Route 62 runs north to south approximately 5 miles west of the project site. Finally, Highway 111 runs east to west approximately 6.05 miles south of the project site.

Hazardous waste cleanup on transportation routes is the responsibility of various State and federal agencies. Caltrans has created the Hazardous Waste Management program to assist local districts statewide with management and cleanup of hazardous materials encountered on roads that are under Caltrans responsibility. The California Highway Patrol (CHP) and the US Department of Transportation (USDOT) are responsible for regulating the shipment of hazardous waste by requiring appropriate labeling, packaging, and loading of hazardous materials. The CHP also requires motor carriers and drivers involved in transporting hazardous materials to obtain a hazardous materials transportation license. The USDOT has created the Pipeline and Hazardous Materials Safety Administration Office of Hazardous Materials Safety (OHMS) to ensure safe transport of hazardous materials by air, rail, highway, and water.

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Local Schools

The nearest school to the project site is the Two Bunch Palms Elementary School which is located approximately 0.75 miles northeast of the project site.

Public Airports/Private Airstrips

The nearest airport to the project site is the Palm Springs International Airport, located approximately 6.0 miles south of the project site at 3400 Tahquitz Canyon Way. The project site is not located within the Riverside County Airport Land Use Commission (RCALUC) Compatibility Plan. The Bermuda Dunes Airport, a private airport, is located approximately 18.2 miles southeast of the project site.

Fire Hazards

Fire hazards exist where wildland areas are adjacent to or are intermixed with urbanized areas. Many of these wildland areas include rugged topography with highly flammable vegetation. However, the wilderness areas surrounding the project site, including the Willow Hole Conservation area, largely consists of cobbly sands and sparse desert vegetation. The sparse desert vegetation do not provide an adequate fuel supply needed for wildland fires. Furthermore, according to the *CALFIRE Riverside County (WEST) Fire Hazard Severity Zone in State Responsibility Area Map*, the area where the project site is located is not listed as Fire Hazard Severity Zone.

3.9.3 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
HAZARDS AND HAZARDOUS MATERIALS – Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonable foreseeable upset and accident condition involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a/b. Less Than Significant Impact with Mitigation Incorporated.

Construction

Proposed project construction activities for each phase of development may involve the use and transport of hazardous materials. These materials may include fuels, oils, mechanical fluids, and other chemicals used during construction. BMPs specific to construction waste management as administered through the proposed project’s SWPPP would be required as mandatory procedures to be exercised by the proposed project developer, construction superintendent and all construction staff during construction of the proposed project (see Section 3.10, *Hydrology and Water Quality*). Additionally, transportation, storage, use, and disposal of hazardous materials during construction activities would be required to comply with applicable federal, State, and local statutes and regulations. Upon completion of construction of individual projects all hazardous materials must be removed from the project site. Compliance would ensure that human health and the environment are not exposed to hazardous materials. Therefore, potential impacts regarding hazardous materials from the construction of the proposed project would be reduced to less than significant.

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Operations

Treatment of Recycled Wastewater

The proposed project is not anticipated to generate hazardous waste. However, operation of cannabis cultivation buildings within the site would generate agricultural wastewater which contains nitrates, and other raw elements that cannot be recycled.

A RO water purification treatment system is proposed for operation of cannabis cultivation buildings within the proposed project. RO water purification systems use a semipermeable membrane and high pressure to remove ions, molecules, and larger particles from water. Irrigation water infused with fertilizers are sent through the RO system to remove fertilizers in order to be re-used again for cannabis irrigation. The bi-product result of this process is the accumulation of concentrated levels of total dissolved solids (TDS) and brine solutions in filter, which can be hazardous to the groundwater supply if not treated and disposed of properly by a third party licensed hazardous waste hauler. As such, through Mitigation Measures HAZ-1, the applicant must provide documentation to the City of how concentrated levels of TDS and brine solutions will be disposed of and provide the City with proof of contract with a third party licensed hazardous waste hauler who will be responsible for removing all hazardous wastewater and solid waste generated from all cannabis cultivation operations. Therefore, implementation of Mitigation Measure HAZ-1 would ensure that proposed cultivation buildings utilizing an RO system for wastewater recycling would reduce impacts to less than significant in regard to routine transport, use, or disposal of hazardous waste.

Hazardous Materials Business Emergency Plan

Long-term operation of proposed project may result in the storage of hazardous materials in various quantities and type (i.e., solvents, acids, paints, refrigerant gases, etc.), dependent on the type of use that would occupy each building within each future project. Although the type and quantity of hazardous materials cannot be perceived at this time, usage of the proposed buildings, whether proposed for medical marijuana cultivation or for other industrial park activities would require disclosure of all hazardous materials that would be handled onsite, and if individual development within the proposed project exceeds the criteria threshold quantities per HSC standards a HMBEP must be prepared. A HMBEP must outline the kind of hazards associated with the materials documented in the SDS that are present, and the steps that would be taken to prevent an accidental release of hazardous materials.

Furthermore, proposed cannabis cultivation uses with the proposed project would have to adhere to the stipulations defined in SB 95 Section 140 Section 11362.775 when utilizing volatile solvents for manufacturing concentrated cannabis.

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Therefore, per Mitigation Measure HAZ-2, applicable individual project activities would be required under current regulations to prepare a HMBEP, Spill Prevention and Countermeasure Plan (SPCC), and adhere to SB 95 Section 140 Section 11362.775. This would ensure that the necessary procedures and protocols are in place and exercised in regard to the safe transportation and safe containment and handling of hazardous materials during operation of the proposed project and impacts associated with accidental release of hazardous substances would be less than significant.

- c. **No Impact.** There are no schools within a quarter-mile radius of the project site. The nearest school to the project site is the Two Bunch Palms Elementary School approximately 0.75 miles northeast of the site. Therefore, there would be no impact to schools within a 0.25 miles of the project site in regards to hazardous emissions or materials.
- d. **Less than Significant.** The project site is not located on the “Cortese” list of hazardous materials sites, as compiled and pursuant to Government Code Section 65062.5, and managed by DTSC (DTSC, 2019). New development within the project site would not be located on the existing hazardous materials sites. Therefore, impacts associated with hazardous material sites would be less than significant for development of the proposed project.
- e. **No Impact.** The project site is located approximately 6.5 miles north of Palm Springs International Airport and is not located within the RCALUC Plan. The project site is not located within the vicinity of any private airstrips. Therefore, there would be no impact.
- f. **Less than Significant Impact.** According to the City’s General Plan, the City, other jurisdictions throughout Riverside County and the County itself have prepared a series of integrated and coordinated plans, including the Desert Hot Springs Multi-Hazard Functional Plan (MHFP). The MHFP addresses pre-emergency planning, normal and heightened readiness levels, emergency operations and post-emergency recovery. Therefore, with adherence to the policies and guidelines outlined within the MHFP, the proposed project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. Impacts would be less than significant.
- g. **Less than Significant Impact.** The City currently contracts with Riverside County Fire Department for emergency services. The proposed project would facilitate new development, and therefore would contribute to an increase in non-residential light industrial and commercial activities and in turn, would have the potential to affect emergency response.

Service, loading, and shipping and receiving areas within the project site must be designed in a manner that emergency service vehicles have clear and convenient access and do not block adjacent vehicular circulation. Furthermore, all phases of proposed project development with

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regard to parking and accessibility would be subject to review by the City's Engineering Division and the County Fire Department. This would ensure that the development and placement of building structures provide the appropriate space and width for emergency vehicles to access each phase without obstruction. Therefore, with review of all phases of proposed project development by the City's Engineering Division and County Fire Department and adherence to the City's Engineering Division and County Fire Department requirements, impacts with regard to an adopted emergency response plan or emergency evaluation plans would be reduced to less than significant.

3.9.4 Mitigation

The following Mitigation Measures are required:

Mitigation Measures

- HAZ-1** Prior to issuance of Certificate of Occupancy, the proposed project applicant that proposes to recycle onsite wastewater involving the use of a reverse osmosis (RO) wastewater purification system shall provide the City with information on how concentrated levels of TDS and brine solutions will be disposed of. Proof of contract with a license hazardous waste hauler that will be responsible for removing all hazardous wastewater and solid waste generated at the cultivation site will be required.
- HAZ-2** Any individual project site activity that proposes the use and storage of hazardous materials that exceeds the criteria threshold quantity per HSC standards, shall prepare a HMBEP to be reviewed and approved by Riverside County Fire Department and the DEH. The HMBEP shall be posted in a visible location of the proposed project premises and shall list all hazardous materials to be used onsite in a documented SDS. The HMBEP shall include a training program to instruct employee staff of the methods for the safe handling of hazardous materials, address emergency coordination, proper use of protective equipment and abatement procedures in the event of an accidental spill or release of hazardous materials and provide an evacuation plan for employee staff in the event of any emergency. The HMBEP shall include a SPCC to address procedures and protocol for staff employees to exercise in the event of an accidental spill or release of hazardous materials. The SPCC shall also include a required Spill Prevention Containment Kit to be utilized and easily visible and accessible to employee staff in the event of an accidental spill of hazardous materials. All individual project site activities will adhere to SB 95 Section 140 Section 11362.775 when utilizing volatile solvents for manufacturing concentrated cannabis

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3.9.5 Level of Significance After Mitigation

With implementation of Mitigation Measure HAZ-1 and HAZ-2 and applicable federal, State, and local requirements herein, potential impacts regarding hazards and hazardous materials would be reduced to less than significant.

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3.10 Hydrology and Water Quality

3.10.1 Sources

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

- Aguilar Consulting Inc., Preliminary Drainage Study for TPM 37235, May 21, 2018 (Appendix G).
- Federal Emergency Management Agency, FEMA Flood Map Service Center, accessed August 15, 2019.
- TKE Engineering, Inc., Desert Hot Springs 109 Industrial Park Water Supply Assessment and Verification, March 2020 (Appendix J).

3.10.2 Environmental Setting

Existing Conditions

The project site is located within the Salton Sea watershed. The Salton Sea watershed is located within the larger Colorado River Basin Region, which is under the jurisdiction of the Colorado River Basin Regional Water Quality Control Board. The Colorado River Basin Region covers approximately 13 million acres including all of Imperial County and portions of San Bernardino, Riverside, and San Diego counties.

The Colorado River Basin Region is divided into seven Planning Areas based upon economic and hydrologic conditions. The Coachella Valley Planning Area, which the project site is located, covers the central western portion of the region encompassing approximately 1,920 square miles and many small internal drainage basins. The San Bernardino and Little San Bernardino mountains form the northern boundary, the San Jacinto and Santa Rosa Mountains and Salton Sea form the western and southern boundaries. Elevations range from over 10,000 feet in the San Jacinto Mountains to 230 feet below sea level at the shore of the Salton Sea.

According to Federal Emergency Management Agency (FEMA) Floodplain Maps No. 06065C0885G and 060650895G, the project site is located within flood Zone AO which is defined by FEMA as a, *river or stream flood hazard areas, and areas with a 1 percent or greater chance of shallow flooding each year, usually in the form of sheet flow, with an average depth ranging from 1 to 3 feet.*

Federal and State Oversight

The Federal Clean Water Act (CWA) is the principal federal law that provides for the protection of water quality. The primary objectives of the CWA are to “restore and maintain the chemical, physical, and biological integrity of the Nation’s waters,” and to make all surface waters “fishable” and “swimmable.” The EPA is the designated federal agency responsible for implementing the CWA and

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it has further delegated authority to the SWRCB and associated Regional Water Quality Control Boards (RWQCB) for compliance with the CWA. The SWQCB is sanctioned under the California Porter-Cologne Water Control Act, providing the agency with the authority to adopt, review, and revise policies for all waters of the State as well as directing the RWQCB around the State to develop regional basin plans. Relevant programs identified in the CWA include the National Pollutant Discharge Elimination System (NPDES) program which regulates discharge of pollutants from known sources (point sources), as well as non-point sources, into waters of the United States through the issuance of permits. As part of the NPDES program, a SWPPP must be prepared for construction activities affecting greater project site areas of greater than one acre because the discharge of stormwater during construction is considered a non-point source of water pollution.

Surface water quality is the responsibility of the RWQCB Colorado River Region, whereas regional drainage and flood control for the City including the project site, are to be managed by the MSWD. The principal means of enforcement by the RWQCB is through the development, adoption, and issuance of waste discharge permits for stormwater treatment. RWQCB basin plans establish water quality objectives that are defined as the limits or levels of water quality constituents or characteristics for the reasonable protection of beneficial uses of water. In addition, the City's Public Works Department is responsible for local drainage issues within the incorporated City boundary.

Storm Water Pollution Prevention Plans

The Colorado River RWQCB regulates discharges into groundwater from construction activities in the Coachella Valley. Because short-term construction activities have the potential to adversely affect surface water quality as a result of minor soil erosion during grading and soil stockpiling, subsequent siltation, and conveyance of other pollutants into local storm drains, a proposed project applicant that would disturb one acre or more, must prepare and implement a SWPPP as required under the NPDES. A SWPPP addresses all pollutants and their sources, including sources of sediment deposition associated with construction, construction site erosion, and all other activities associated with construction activity and controlled through the implementation of BMPs. Prior to the start of construction, the proposed project applicant or general contractor must file a Notice of Intent (NOI) with the SWRCB. The NOI informs the SWRCB that a SWPPP has been prepared for the proposed project and that the SWPPP will be implemented for all phases of proposed project construction. The SWPPP must show that during construction, contractors will be in compliance with NPDES requirements relating to discharges from construction sites. Once received, the SWRCB issues a Waste Discharge Identification number (WDID) for construction of the proposed project.

Water Quality Management Plans

Similar to the requirements for the preparation and implementation of a SWPPP during construction, a proposed project must comply with water quality requirements under the Whitewater River Watershed Municipal Separate Storm Sewer System (MS4) Permit. The Colorado River Water Quality

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Control Board (CRWQCB) has issued Wastewater Discharge Requirements (WDRs) for discharges from the MS4 within the Whitewater River Watershed into waters of the United States (Whitewater flood control channel). The Riverside County Flood Control and Water Conservation District, County of Riverside, Coachella Valley Water District (CVWD), MSWD and incorporated cities within the Whitewater River Basin are all co-permittees under this MS4 Permit. To comply with the WDRs, the City requires that all proposed project developers to prepare and implement a WQMP. The intent of a WQMP is to provide information related to a proposed project’s generation and mitigation of water quality pollutants and assessment of hydrological impacts. The City requires projects to submit a project specific WQMP prior to the approval of an application for a grading permit. The WQMP contains information related to expected pollutants and hydrology impacts and must show how the proposed project will comply with the NPDES requirements relating to discharges of pollutants and non-stormwater discharges, and minimization of urban runoff from impacting receiving waters to the Maximum Extent Practicable (MEP).

3.10.3 Impacts

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
HYDROLOGY AND WATER QUALITY – Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c.i.) Result in substantial erosion or siltation on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c.ii.) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c.iii.) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c.iv) Impede or redirect flood flows?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a. Less Than Significant with Mitigation Incorporated.

Water Quality

Proposed project grading and construction activities could expose soils to erosion from rainfall, runoff, and wind. Wind erosion could result in the generation of fugitive dust which is addressed in Section 3.3, *Air Quality*. Erosion from runoff is more problematic because pollutants from heavy equipment or construction-related materials, such as diesel, gasoline, oils, grease, solvents, lubricants, or other petroleum products have the tendency to mix with water, and if not contained through BMPs, would create the potential for a pollutant discharge from the project site.

To alleviate this potential and prior to site disturbance, the proposed project must apply to the SWRCB for coverage under the Construction General Permit (Order No. 99-08-DWQ) (CAS000002), which applies to all stormwater discharges from projects where clearing, grading, and excavation result in soil disturbance of at least one acre or more. The proposed project’s site includes approximately 109 acres. The Construction General Permit requires an applicant to prepare and implement a SWPPP, which would include a list of BMPs that would be implemented to prevent soil erosion and to contain the potential for discharge of construction-related pollutants that could contaminate nearby water resources. The SWPPP may include, but not be limited to, the following BMPs:

- Temporary Soil Stabilization: sandbag barriers, straw bale barriers, sediment traps, and fiber rolls;
- Temporary Sediment Control: hydraulic mulch and geotextiles;
- Wind Erosion Control: water of the construction site, straw mulch;
- Tracking Control: staging/storage area and street sweeping;
- Non-stormwater Management: clear water diversion and dewatering; and
- Waste Management and Materials Pollution Control: vehicle and equipment cleaning, concrete waste management, and contaminated soil management.

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The proposed project must also prepare and implement a WQMP that would include BMPs to be implemented during post construction operations in order to ensure compliance with RWQCB water quality standards. Because the proposed project components include four phases, a WQMP for each phase of development may be prepared that would include site specific BMPs for each phase. Examples of WQMP BMP protocol applicable to the proposed project would include the following:

- Education for Property Owners, Operators, Tenants, Occupants, or Employees;
- Activity Restrictions;
- Irrigation System and Landscape Maintenance;
- Street Sweeping Private Streets and Parking Lots;
- Drainage Facility Inspection and Maintenance; and,
- Spill Prevention Counter measurement Contingency Plan

A WQMP must also include Structural Source Control BMPs specific towards landscape and irrigation system design, MS4 stenciling and signage and cleaning of curbside gutters and storm drain inlets.

The WQMP must provide BMPs specific towards the management of the retention basins located strategically within each phasing area of the proposed project. The WQMP will be an active plan to be implemented throughout the life of the proposed project and will require routine inspections by a qualified water quality specialist to assure compliance with the Colorado River RWQCB. This will assure that the proposed project's impact with regard to violating any water quality standards will be reduced to less than significant.

Wastewater

The proposed project will be required to connect to the MSWD sewer system. The flow of wastewater from the proposed project will connect to an existing point of connection (POC) with an existing sewer line and will be treated by an existing MSDW wastewater treatment facility located within the City. The facility, with a treatment capacity of .3 million gallons-per-day (mgd), will be able to accommodate the added discharge from the proposed project.

From the POC, wastewater will be transported via an existing sewer line to the Alan L. Horton Wastewater Treatment Plant (1.5 miles northeast) for processing located at 14601 Verbena Drive. The facility currently treats wastewater coming from more than 7,000 connections within the City through 75 miles of sewer mains and has a design capacity of 2.3 mgd for treatment of wastewater.

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Although not determined at this time, the project site may incorporate methods of recycling wastewater from cultivation operations (i.e., reverse osmosis). These methods would result in the accumulation of TDS, which over time, would have to be cleansed from filtering devices and removed. If proposing these methods, Mitigation Measure HAZ-2 will be implemented to require individual applicants to provide documentation to the City of how concentrated levels of TDS and brine solutions will be disposed of and to provide the City with a licensed entity that will be appointed to receive and treat TDS waste (also refer to discussion in Section 3.8, Hazards and Hazardous Materials). Therefore, with the requirement to provide sewer line infrastructure onsite to connect to existing infrastructure and to provide documentation for treatment of TDS from wastewater recycling activities, impacts relating to the potential for the proposed project to violate waste discharge requirements would be reduced to less than significant.

- b. Less Than Significant Impact.** Development of the proposed project would increase impervious surface coverage on the project site, which would, in turn, reduce the amount of water percolating down into the groundwater sub-basin that underlies the project site. Percolation is just one of several sources of groundwater recharge. The proposed project would include the installation of an infiltration basin, an underground chambers system, and permeable landscape areas on the project site to continue allowing the direct percolation of project runoff. Based on the small size of the project site in relation to the size of the groundwater basin and the design features proposed by the project to allow percolation, implementation of the proposed project is determined to result in incremental changes to local percolation and would not result in substantial adverse effects to local groundwater recharge.

A Water Supply Assessment (WSA) (Appendix J) was prepared for the proposed project that provides estimates of existing water demand within the MSWD service area and the projected water demands that would be generated from implementation of the proposed project. Based on the information, analysis, and conclusions documented in this WSA, substantial evidence exists to support a determination that the total projected water supplies available to MSWD during normal, single dry, and multiple dry water years during a 20-year projection are sufficient to meet the projected water demand associated with the proposed project, in addition to MSWD's existing and planned future uses, including commercial and industrial uses. This conclusion is based on the volume of water available in the regional aquifer, MSWD's current and planned local water management programs and projects, and DWA and CVWD's current and planned local and regional management programs and water supply projects to supplement and sustain regional groundwater supplies. Furthermore, the proposed project will incorporate various water conservation elements adopted by MSWD and/or DWA as forth in this WSA. These include conservation elements for indoor and outdoor

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uses throughout the proposed project. These efforts may further reduce the ultimate water demands of the proposed project. Therefore, the proposed project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge and impacts would be less than significant. No mitigation is required.

- c.i. **Less than Significant Impact.** Construction of the proposed project will create potential for a short-term increase in erosion on the project site since surface soils will be broken up for ground disturbing activities. Preparation and implementation of the SWPPP for the proposed project would reduce impacts associated with short-term erosion during construction.

A large portion of the currently vacant project site will be developed with impervious surfaces during construction. Therefore, development will reduce the amount of area that can be impacted by erosion during storm events. Additionally, the site will be designed to direct all storm flows toward the four (4) proposed onsite retention and water quality basins via an underground drainage system detailed in Section V of the *Preliminary Drainage Study*. The infiltration basins will be designed to contain a 100-year, 24-hour storm event per Chapter 13.08 of the Desert Hot Springs Municipal Code. Furthermore, preparation and implementation of the project-specific WQMP would further reduce impacts associated with storm flows onsite. Therefore, proposed project drainage design and implementation of a WQMP and SWPPP would ensure that onsite stormwater runoff does not cause substantial erosion in the vicinity and impacts would be less than significant.

- c.ii. **Less than Significant with Mitigation Incorporated.** The existing flows and anticipated onsite flows associated with the proposed project are shown in Table 29, *Hydrology Results for On-site Areas*, analyzed using the 100-year storm event. The total additional runoff generated by commercial development of the proposed project is anticipated to be 105.3 cfs for a 100-year storm event.

Table 29 Hydrology Results for On-Site Areas

LOCATION	EXISTING CONDITION			PROPOSED CONDITION			FLOW INCREASE (CFS)
	NODAL POINT	AREA (ACRES)	Q100 (CFS)	NODAL POINT	AREA (ACRES)	Q100 (CFS)	
Project Site	103 & 203 & 304*	29.13	202.9	*	29.13	308.2	105.3

*Flow rate was added directly with no time of concentration adjustment

Based on the *Preliminary Drainage Study* prepared for the proposed project, four (4) retention/water quality basins are proposed on the project site that will comply with the

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Stormwater Management and Discharge Controls outlined in Chapter 13.08 of the Desert Hot Springs Municipal Code. These basins will be designed to fully retain tributary flows and dry wells will be provided to drain the basin flows. Each basin would be sized to contain the 100-year storm event. The proposed drainage on the project site is shown on Exhibit F of the, *Preliminary Drainage Study (Appendix G)*. The exhibit shows the proposed location of the underground drainage system and retention/water quality basins that would be designed to perpetuate the existing drainage flow pattern to the maximum extent practical. Implementation of the proposed drainage systems would protect the proposed project from local off-site and on-site 100-year storm flows without adversely impacting adjacent and downstream properties.

Additionally, through implementation of Mitigation Measure HYD-1, the applicant proposes to enhance the perimeter wall along the west side of the project site from 15th Street to 16th street to protect the project site from flooding caused by Mission Creek and Morongo Wash during the 100-year storm event. The perimeter wall will be designed to accommodate a combination of flood wall and screen wall. Conversely, the perimeter wall along the east side of Atlantic Avenue, from 15th Street down to the southerly limit of Lot 33 will be designed to accommodate a combination of flood wall and screen wall. The actual height of the flood wall along with the depth of the footing will be determined during the final design phase of this proposed project. Implementation of Mitigation Measure HYD-1 will provide the proposed project with 100-year flood protection from these two major streams.

Therefore, in addition to implementation of Mitigation Measure HYD-1, the proposed drainage plan developed for the proposed project will be designed in accordance with the City's Municipal Code and drainage improvements developed on the project site will contain the anticipated storm flows onsite as analyzed in the *Preliminary Drainage Study*. The proposed project would not conflict with any existing water quality and groundwater management plans. Thus, impacts associated with flooding would be reduced to less than significant levels.

- c.iii. Less than Significant Impact.** The proposed stormwater drainage condition involves implementation of four (4) retention/water quality basins with each basin being designed to fully contain tributary flows. The overall drainage path of the proposed project would be similar to the existing drainage path to the maximum extent practical as many of the underground drainage facilities are proposed to be placed under the streets while open channels are proposed along the north side of the project site. The proposed project provision of four on-site retention/water quality basins and proposed underground drainage system will comply with the Stormwater Management and Discharge controls stipulated in Chapter 13.08 of the Desert Hot Springs Municipal Code (Ordinance #1997-03). The provided basin capacities

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are sized to contain 100-year 24-hour duration storm event and therefore meet the City's requirements on Stormwater Management and Discharge Controls and minimize the discharge and transport of pollutants associated with new developments.

The volumes for the proposed condition 100-year 24-hour storm events are used in the infiltration basin volume design to meet the City's requirements for low impact developments (LID) and water quality treatments. The infiltration basins are all sized larger than the 100-year 24-hour storm runoff volumes as required by the City. Therefore, with implementation of the proposed stormwater drainage condition, proposed project impacts will be less than significant.

- c.iv. Less than Significant Impact with Mitigation Incorporated.** The project site is located within FEMA Mapped Zone AO on the effective FEMA Floor Insurance Rate Map (FIRM) panel. The Zone AO designation implies that the area is subject to one percent of greater change of annual shallow flooding, usually in the form of sheet flow, with an average depth ranging from 1 to 3 feet. Development of the proposed project requires a complete analysis and quantification of the regional flood hazards, and creation of a proposed project design that provides regional flood protection.

Hydraulic models of Mission Creek and Morongo Wash were developed to determine the depths and limits of the 100-year flooding from Mission Creek and Morongo Wash and how the flooding will impact the project site. Based on the results of the hydraulic modeling conducted for the project site, it was determined that Mission Creek and Morongo Wash have the potential to adversely impact portions of the project site during the 100-year storm event; therefore, the project would implement Mitigation Measure HYD-1 in order to reduce potential flood impacts to less than significant with the incorporation of mitigation.

- d. Less than Significant Impact.** Impacts associated with flooding due to development of the proposed project are discussed in section 3.10.3.cii. above. The project site is not located near a levee or a dam that would increase impacts associated with flooding if failure occurred. Therefore, the drainage plan developed for the proposed project will be designed in accordance with the City's Municipal Code and drainage improvements that are developed on the project site will contain the anticipated storm flows onsite. Impacts associated with flooding would be less than significant.

The project site is not near any large bodies of water, including above-ground storage tanks, so there will be no impact associated with seiche or tsunami. Also, the project site is not near the surrounding mountains and won't be impacted by potential mudflows.

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- e. **Less than Significant Impact.** As discussed above, Project-related construction and operational activities would be required to comply with the Colorado River RWQCB's *Basin Plan* by preparing and adhering to a SWPPP and WQMP and by installing and maintaining the on-site stormwater infrastructure that is designed to minimize impacts associated with water quality and polluted runoff from the Project site.

The Mission Creek - Garnett Hill Water Management Plan addresses groundwater management for the project site. Key components of the Management Plan include measures for reducing demand, managing water supply sources, eliminating overdraft by maintaining groundwater levels on a long-term basis, protecting water quality, managing wastewater through septic conversions, and developing a recycled water system for the area. As discussed above and in the WSA, the Project impacts related to water use are deemed less than significant.

Implementation of the Project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan; therefore, impacts would be less than significant and no mitigation is required.

3.10.4 Mitigation Measures

The following Mitigation Measure is required:

- HYD-1** In order to protect the project site from flooding caused by Mission Creek during the 100-year storm event, the perimeter wall along the west side of Street "F", from 15th Street down to 16th Street, will be designed to accommodate a combination of flood wall and screen wall. Conversely, the perimeter wall along the east side of Atlantic Avenue, from 15th Street down to the southerly limit of Lot 33 will be designed to accommodate a combination of flood wall and screen wall. The actual height of the flood wall along the depth of the footing will be determined during the final design phase of the proposed project.

3.10.5 Level of Significance After Mitigation

With implementation of Mitigation Measure HYD-1, impacts would remain less than significant.

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3.11 Land Use and Planning

3.11.1 Sources

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

- *Comprehensive General Plan 2000, Land Use Element*. City of Desert Hot Springs, September 5, 2000.

3.11.2 Environmental Setting

The project site consists of approximately 109 acres of undeveloped open desert land with shrubs/rocks scattered throughout the area. The project site is bordered to the north by 15th Avenue, to the south by 16th Avenue, and to the west Atlantic Avenue (see Exhibit 2-2 in Chapter 1, *Project Description*). Regional access is provided by the I-10 freeway, with local access provided by Atlantic Avenue. Existing conditions for the proposed project are shown in Exhibit 2-3 in Chapter 1, *Project Description*.

As shown in Exhibit 2-2 of the *Project Description*, there is very little developed land surrounding the project site. The only exception is a single-family detached residential dwelling unity approximately 270 feet south of the project site. The nearest commercial building is approximately 720 west of the project site.

General Plan and Zoning Designations

The City uses a “single map” system of land uses, which means that the City’s General Plan land use designations are the same as its Zoning Districts. The existing General Plan and Zoning Designations within the approximately 109-acre project site are Light Industrial (I-L) (see Exhibit 2-4 of the *Project Description*). The I-L designation is representative of Riverside County designations that were adopted by the City as interim designations with City Equivalent Land Uses which is Light Industrial (I-L).

Riverside County General Plan Land Use Designation Definitions

Light Industrial (LI) - The Light Industrial land use designation allows for a wide variety of industrial and related uses, including assembly and light manufacturing, repair and other service facilities, warehousing, distribution centers, and supporting retail uses. Building intensity ranges, currently adopted under this designation, are from 0.25 to 0.6 Floor Area Ratio (FAR). It should be noted that the FAR may be subject to change upon when the City’s Draft General Plan is drafted and the corresponding zoning is changed.

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Desert Hot Springs Zoning Designation Definitions

Light Industrial (I-L) – This designation provides for business parks and the development of any and all industrial uses operating entirely in enclosed buildings, and those requiring limited and screenable outdoor storage. Additional examples of land uses permitted within this designation include clean manufacturing operations, energy generation, warehousing and distribution facilities, mini-warehouse storage, and a variety of light manufacturing businesses. Preferred development type includes master planned business and industrial parks with integrated access and internal circulation.

Regulatory Setting

City of Desert Hot Springs Municipal Code

Section 17.180.050(B) – Medical Marijuana Cultivation Facilities

B. Interior Only. Medical marijuana cultivation shall be conducted only in the interior of fully enclosed structures, facilities, buildings, or other fully enclosed spaces consistent with the purpose and intent of this chapter. No medical marijuana cultivation operations, including harvesting and growing plants at any stage, shall be visible from any public right-of-way.

Section 5.50.090 – Compliance with State Law

All marijuana facilities shall comply fully with all of the restrictions and mandates set forth in State law and Federal law (excepting those Federal laws dealing with marijuana), including, without limitation, Medicinal and Adult-Use Cannabis Regulation and Safety Act (California Business and Professions Code Sections 26000 through 26211), the Compassionate Use Act of 1996, the Medical Marijuana Program Act and the 2008 Attorney General Guidelines.

3.11.3 Impacts

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

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- a. **No Impact.** Development of the proposed project would not physically divide an established community. As discussed above, the project site is currently vacant land and is absent of any physical structures and consist of desert land, with shrubs and rocks scattered throughout the area. There is very little developed land surrounding the project site with the only exception being an existing single-family detached residential unit just south of the project site in addition to a group of single-family residences to the southeast as shown in Exhibit 2-2, Project Vicinity. Therefore, the proposed project would not divide an established community as a result of the development of the project site and there would be no impact.
- b. **Less than Significant Impact.** As discussed in Section 3.11.2, *Environmental Setting*, the City employs a “single map” system of land uses where General Plan land use designations are the same as it Zoning Districts. Exhibit 2-4, *General Plan Land Use and Zoning Designations*, shows the General Plan Land Use and Zoning Designations for the project site and surrounding sites in the vicinity. The proposed project is within the I-L zone, which focuses on business parks and development of industrial uses operating in enclosed buildings. Per Zoning Ordinance 553, marijuana cultivation facilities are permitted in I-L zone within the City through a required application and subsequent issuance of a CUP and a regulatory permit. The proposed project is requesting for approval of two CUPs (one for cannabis use and one for the Power and Reclamation Facility). Furthermore, development of the proposed project would also adhere to all City Zoning and Municipal Code ordinances pertaining to general provisions, industrial district standards, property development standards, and off-street loading. Therefore, with issuance of a conditional use permit and regulatory permit, the proposed project would not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the proposed project. Impacts would remain less than significant.

3.11.4 Mitigation Measures

No mitigation measures are required.

3.11.5 Level of Significance

Not applicable.

3.12 Mineral Resources

3.12.1 Sources

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

- *City of Desert Hot Springs General Plan, Energy and Mineral Resources Element, 2000*, accessed June 28, 2019.
- California Department of Conservation Division of Mines and Geology, *Mineral Land Classification: Aggregate Materials In The Palm Springs Production-Consumption Region, Special Report 159*, 1988. accessed June 28, 2019.

3.12.2 Environmental Setting

Existing Conditions

The project site and surrounding area consists of vacant land and is void of any physical structures. The project site consist of desert land comprised of largely sand and gravel. Topographically there is an overall downward slope to the south.

Regulatory Requirements

State Regulations

The Surface Mining and Reclamation Act (SMARA) requires the State Geologist to research and prepare reports that designate mineral deposits of statewide and regional significance. The CGS has produced a report and Mineral Land Classification Map for the area that designates Mineral Resources Zones (MRZs) that define areas where important Production- Consumption deposits occur. The MRZs are defined as follows:

- MRZ-1** Areas where adequate information indicates that no significant mineral deposits are present, or where it is judged that little likelihood exists for their presence.
- MRZ-2** Defined as areas where adequate information indicates that significant mineral deposits are present, or where it is judged that a high likelihood for their presence exists.
- MRZ-3** Defined as areas containing mineral deposits, the significance which cannot be evaluated from available data, but that may contain deposits that are marketable under present technologic and economic conditions or which can be estimated to exist in the foreseeable future.
- MRZ-4** Areas where available information is inadequate for assignment to any other MRZ zone.

The project site is located within an area that has been classified as MRZ-3.

3 ENVIRONMENTAL EVALUATION

3.12.3 Impacts

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
MINERAL RESOURCES – Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a. **No Impact.** According to the California Department of Conservation’s Mineral Land Classification report, the project site is in an area that has been classified as MRZ-3. These are areas where the significance of mineral deposits cannot be evaluated from available data. No information suggests that mining operations have been conducted on or in close proximity of the project site in the past. There is no evidence that suggests that the sands and gravels on or in close proximity to the project site are of suitable quality to be extracted for common construction projects including asphalt, concrete, road base, stucco, and plaster. As such, there is no evidence indicating that the project site contains any mineral resource that could be of value on a regional or State level. Therefore, no impacts are anticipated.
- b. **No Impact.** According to the California Department of Conservation’s Mineral Land Classification report, the project site has not been designated as a mineral resource recovery area, known as a “Sector.” In addition, no mining operations occur within the project site or vicinity, nor does information suggest that mining operations have been conducted on or in close proximity of the project site in the past. In addition, the project site is not delineated as a locally important mineral resource recovery site by the City’s General Plan or any other land use plan. As such, there is no evidence that indicates the project site contains any mineral resource that could be of value on a regional or State level. Therefore, the development of the project site is not anticipated to result in the loss of a mineral resource recovery site. No impacts would occur.

3.12.4 Mitigation Measures

No mitigation measures are required.

3.12.5 Level of Significance After Mitigation

Not Applicable.

3.13 Noise

3.13.1 Sources

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

- *DHS 109 Business Park Noise Impact Analysis*, Ganddini, September 21, 2020 (Appendix H).
- *CVMSHCP Land Use Adjacency Guidelines*, Coachella Valley Multiple Species Habitat Conservation Plan, <http://www.cvmshcp.org>, accessed November 20th, 2019.

3.13.2 Environmental Setting

Sound is a pressure wave created by a moving or vibrating source that travels through an elastic medium such as air. Noise is defined as an, *unwanted sound that and can have serious physiological and psychological effects on people, ranging from the disturbance of sleep to hearing loss*. Although noise has been accepted as a necessary by-product of urban development, it can become an environmental hazard.

A variety of components of the urban environment generate noise; these include construction equipment and activities, motor vehicles, air traffic, mechanical equipment, household appliances, and other sources.

Noise Fundamentals

The changes in air pressure which result in sound are most often measured in decibels (dB). That measurement is further modified by the A-weighted decibel scale (dBA), which gives less weight to very low and very high sounds, consistent with the way a human ear reacts to sound. A conversation between two people measures about 60 dBA, while construction equipment can register at 110 dBA. Decibels are measured on a logarithmic scale, which quantifies sound intensity in a manner similar to the Richter scale used for earthquake magnitudes. Thus, a doubling of the energy of a noise source, such as a doubled traffic volume, would increase the noise levels by 3 dBA; halving of the energy would result in a 3 dBA decrease.

Noise standards for land use compatibility are stated in terms of the Community Noise Equivalent Level (CNEL) and the Day-Night Average Noise Level (Ldn). CNEL is the weighted average of the intensity of a sound, with corrections for time for the day, and averaged over 24 hours. The time of day corrections require the addition of 5 decibels to sound levels in the evening from 7 p.m. to 10 p.m., and the addition of 10 decibels to sound levels at night between 10 p.m. and 7 a.m. These additions are made during these time periods because during the evening and night hours, with the decrease in overall amount and loudness of noise generated compared to daytime hours, there is an

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increased sensitivity to sounds. Ldn is a very similar 24-hour average measure that weights only the nighttime hours. Therefore, sounds seem louder and are weighted accordingly.

Noise sources can result from “line sources” or “point sources.” Line sources include linear sources of noise, such as a freeway or busy street. Point sources are generally stationary, such as HVAC units or air compressors. Noise transmission is affected by a variety of factors, such as temperature, wind speed and direction, as well as type of ground surface. Soft ground surfaces tend to reduce sound levels better than hard surfaces. This reduction of sound intensity caused by surfaces, walls, vegetation or other material is called, “attenuation”. Effective noise barriers, such as walls or berms, can help reduce noise levels by 10 to 15 decibels. These types of barriers can provide relief from traffic noise. Vegetation, on the other hand, is less effective for reducing noise levels. For a noise barrier to work, walls need to be high enough and long enough to block the view of the road.

Vibration Fundamentals

The way in which vibration is transmitted through the earth is called propagation. Propagation of earthborn vibrations is complicated and difficult to predict because of the endless variations in the soil through which waves travel. There are three main types of vibration propagation: surface, compression and shear waves. Surface waves, or Raleigh waves, travel along the ground’s surface. These waves carry most of their energy along an expanding circular wave front, similar to ripples produced by throwing a rock into a pool of water. Compression waves, or P-waves, are body waves that carry their energy along an expanding spherical wave front. The particle motion in these waves is longitudinal (i.e., in a “push-pull” fashion). P-waves are analogous to airborne sound waves. Shear waves, or S-waves, are also body waves that carry energy along an expanding spherical wave front. However, unlike P-waves, the particle motion is transverse or “side-to-side and perpendicular to the direction of propagation.”

As vibration waves propagate from a source, the energy is spread over an ever-increasing area such that the energy level striking a given point is reduced with the distance from the energy source. This geometric spreading loss is inversely proportional to the square of the distance. Wave energy is also reduced with distance as a result of material damping in the form of internal friction, soil layering, and void spaces. The amount of attenuation provided by material damping varies with soil type and condition as well as the frequency of the wave.

Construction operations generally include a wide range of activities that can generate ground borne vibration. Vibratory compactors or rollers, pile drivers, and pavement breakers can generate perceptible amounts of vibration at up to 200 feet. Heavy trucks can also generate ground borne vibrations, which can vary depending on vehicle type, weight, and pavement conditions. Potholes, pavement joints, discontinuities, or the differential settlement of pavement all increase the vibration levels from vehicles passing over a road surface. Construction vibration is normally of greater concern than vibration from normal traffic flows on streets and freeways with smooth pavement conditions.

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Typically, particle velocity or acceleration, which is a measurement of movement of molecular particles within the ground, is used to describe vibration. Table 30, *Construction Equipment Vibration Source Levels*, shows the peak particle velocities (PPV) of some common construction equipment and Table 31, *Typical Human Reaction and Effect on Buildings Due to Groundborne Vibration*, shows typical human reactions to various levels of PPV as well as the effect of PPV on buildings.

Table 30 Construction Equipment Vibration Source Levels¹

Equipment	Peak Partial Velocity in inches per second ²		
	at 25 feet	at 50 feet	at 100 feet
Clam Shovel Drop (slurry wall)	0.202	0.071	0.025
Vibratory Roller	0.210	0.074	0.026
Hoe Ram	0.089	0.031	0.011
Large Bulldozer	0.089	0.031	0.011
Caisson Drilling	0.089	0.031	0.011
Loaded Trucks	0.076	0.027	0.010
Jackhammer	0.035	0.012	0.004
Small Bulldozer	0.003	0.001	0.0004

¹ Source: Federal Transit Administration: *Transit Noise and Vibration Impact Assessment*, 2006.

² Bold values are considered annoying to people.

Table 31 Typical Human Reaction and Effect on Buildings Due to Groundborne Vibration¹

Vibration Level Peak Particle Velocity (PPV)	Community Noise Equivalent Level (CNEL) or Day-Night Level (Ldn), dB	Effect on Buildings
0.006–0.019 in/sec	Threshold of perception, possibility of intrusion	Vibrations unlikely to cause damage of any type
0.08 in/sec	Vibrations readily perceptible	Recommended upper level of vibration to which ruins and ancient monuments should be subjected
0.10 in/sec	Level at which continuous vibration begins to annoy people	Virtually no risk of “architectural” (i.e., not structural) damage to normal buildings
0.20 in/sec	Vibrations annoying to people in buildings	Threshold at which there is a risk to “architectural” damage to normal dwelling – houses with plastered walls and ceilings
0.4–0.6 in/sec	Vibrations considered unpleasant by people subjected to continuous vibrations and unacceptable to some people walking on bridges	Vibrations at a greater level than normally expected from traffic, but would cause “architectural” damage and possibly minor structural damage

¹ Source: California Department of Transportation, 2002

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Regulatory Setting

Federal Regulations

The EPA Office of Noise Abatement and Control was originally established to coordinate federal noise control activities. After its inception, EPA's Office of Noise Abatement and Control issued the Federal Noise Control Act of 1972, establishing programs and guidelines to identify and address the effects of noise on public health, welfare, and the environment. In response, EPA published information on Levels of Environmental Noise Requisite to Protect Public Health and Welfare with an Adequate Margin of Safety (Levels of Environmental Noise). This report recommended that the Ldn should not exceed 55 dBA outdoors or 45 dBA indoors to prevent significant activity interference and annoyance in noise-sensitive areas.

Additionally, the EPA report on levels of environmental noise identified 5 dBA as an "adequate margin of safety" for a noise level increase relative to a baseline noise exposure level of 55 dBA Ldn (i.e., there would not be a noticeable increase in adverse community reaction with an increase in 5 dBA or less from this baseline level). EPA did not endorse these findings as universal standards or regulatory goals with mandatory applicability to all communities, but rather as advisory exposure levels below which there would be no risk to a community from any health or welfare effect of noise.

In 1981, EPA administrators determined that subjective issues such as noise would be better addressed at lower levels of government. Consequently, in 1982 responsibilities for regulating noise control policies were transferred to State and local governments. However, noise control guidelines and regulations contained in EPA rulings in prior years remain in place by designated federal agencies, allowing more individualized control of specific issues by designated federal, State, and local government agencies.

State Regulations

The State of California has adopted noise standards in areas of regulation not preempted by the federal government. State standards regulate noise levels of motor vehicles, sound transmission through buildings, occupational noise control, and noise insulation. Title 24 of the California Code of Regulations, also known as the California Building Standards Code, establishes building standards applicable to all occupancies throughout the State. The code provides acoustical regulations for both exterior-interior sound insulation, as well as sound and impact isolation between adjacent spaces of various occupied units. Title 24 regulations state that interior noise levels generated by exterior noise sources shall not exceed 45 dBA Ldn/CNEL, with windows closed, in any habitable room for general residential uses.

Section 1208A, Sound Transmission, of the CBC requires acoustical evaluation and insulated building design and construction when exterior noise levels exceed 60 Ldn. New residential construction must always be acoustically designed and construed to reduce this intrusion of transportation noise and

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local fixed noise sources. The CBC requires a minimum Sound Transmission Class of 50 (STC50) and Impact Isolation Class 50 (IIC50) for multi-family attached residential dwelling units.

Though not adopted by law, the State of California General Plan Guidelines 2003, published by the California Governor's OPR, provides guidance for the compatibility of projects within areas of specific noise exposure. The OPR Guidelines identify the suitability of various types of construction relative to a range of outdoor noise levels and provide each local community some flexibility in setting local noise standards that allow for the variability in community preferences. Findings presented in the Levels of Environmental Noise Document (EPA 1974) influenced the recommendations of the OPR Guidelines, most importantly in the choice of noise exposure metrics (i.e., Ldn or CNEL) and in the upper limits for the normal acceptable outdoor exposure of noise sensitive uses.

The OPR Guidelines Noise and Land Use Compatibility Matrix which identifies acceptable and unacceptable community noise exposure limits for various land use categories. Where the "normally acceptable" range is used, it is defined as the highest noise level that should be considered for the construction of the buildings which do not include any special acoustical treatment or noise mitigation. The "conditionally acceptable" or "normally acceptable" ranges include conditions calling for detailed acoustical study or construction mitigation to reduce interior exposure levels prior to the construction or operation of the building under listed exposure levels. The City has incorporated these guidelines in the City's General Plan Noise Element.

The California Department of Transportation and Vibration Guidance Manual recommends a maximum vibration level standards of 0.2 inches per second (in/sec) PPV for the prevention of structural damage to typical residential buildings.

Local Regulations

City of Desert Hot Springs

The City's General Plan utilizes a Land Use Compatibility Noise Matrix for Community Noise Exposure Standards, shown in Table 32 *City of Desert Hot Springs Land Use Compatibility Noise Guidelines*. The interior and exterior noise standards are in terms of the CNEL. The standards state that for residential land uses, exterior noise exposure levels of up to 60 dBA CNEL are considered "normally acceptable" and noise levels of up to 65 dBA CNEL are considered "conditionally acceptable". Heavy Commercial/Industrial land uses are considered "normally acceptable" in environments where the noise level reaches up to 75 dBA CNEL.

Municipal Code Section 8.12.030 states that it is unlawful for any person to make, suffer, permit, allow, continue, or cause to be made, suffered, permitted, allowed, or continued, within City limits or within 200 feet thereof, any noise disturbance. Per Section 8.12.020 a noise disturbance is any sound that endangers safety or health of any person, disturbs a reasonable person of normal sensitivities, or endangers personal or real property.

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Section 8.12.090 of the Municipal Code states that it is unlawful for any person to cause, suffer, allow, or permit any of the following outside of the following hours: Monday through Friday, 7:00 AM through 6:00 PM.; Saturday, 8:00 AM through 6:00 PM and Sunday, 9:00 AM through 5:00 PM.

- Loading, unloading, opening, closing or other handling of boxes, crates, containers, building materials, garbage cans, or similar objects in such a manner as to cause a noise disturbance across a residential real property boundary.
- Operating any mechanically powered saw, sander, drill, grinder, lawn or garden tool, or similar device so as to cause a noise disturbance across a residential real property boundary.

Under Section 8.12.100 of the Municipal Code, it is unlawful for any person to cause, suffer, allow or permit any construction, drilling or demolition work, or the use of tools or equipment therefore, between the hours of 5:00 p.m. of each day and 7:00 a.m. of the next day, except when daylight savings time is in effect. During such times as daylight savings is in effect in the City, no such activities shall be permitted between the hours of 6:00 p.m. of each day and 6:00 a.m. of the next day. No such activities shall be permitted on Sundays.

Under Section 9.04.030, the Ordinance states except as herein otherwise provided, no person shall be engaged or employed nor shall any person cause any other person to be engaged or employed in any work of construction, erection, alteration, or repair, addition to or improvement of any building, structure, road or improvement to realty between the hours of 5:00 PM of each day and 7:00 AM of the next day, except when daylight savings time is in effect. During such time as daylight savings time is in effect in the City, no such activities shall be permitted between the hours of 6:00 PM of each day and 6:00 AM of the next day. No such activities shall be permitted on Sundays.

Section 17.40.180 No loudspeaker, bells, gongs, buzzers, mechanical equipment or other sounds, attention attracting, or communication device associated with any use shall be discernible beyond any boundary line of the parcel, except fire protection devices, burglar alarms and church bells. The following provisions shall apply:

- A. In residential areas, no exterior noise level shall exceed 65 dBA and no interior noise level shall exceed 45 dBA.
- B. All residential developments shall incorporate the following standards to mitigate noise levels:
 1. Increase the distance between the noise source and receiver.
 2. Locate land uses not sensitive to noise (i.e., parking lots, garages, maintenance facilities, utility areas, etc.) between the noise source and the receiver.
 3. Bedrooms should be located on the side of the structure away from major rights-of-way.

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Table 32 Land Use Compatibility for Community Noise Exposure

**Table V-2
Community Noise And Land Use Compatibility**

Land Uses	CNEL (dBA)						
	50	55	60	65	70	75	80
Residential Land Uses: Single & Multi-Family Dwellings, Group Quarters, Mobile Homes	Normally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Generally Unacceptable	Land Use Discouraged	Land Use Discouraged
Transient Lodging: Hotels & Motels	Normally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Generally Unacceptable	Land Use Discouraged	Land Use Discouraged
School Classrooms, Libraries, Churches, Hospitals, Nursing Homes & Convalescent Hospitals	Normally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Generally Unacceptable	Land Use Discouraged	Land Use Discouraged
Recreation Land Uses: Golf Courses, Open Space (with walking, bicycling or horseback riding trails, etc.)	Normally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Generally Unacceptable	Land Use Discouraged	Land Use Discouraged
Office Building, Personal Business, and Professional Services	Normally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Generally Unacceptable	Land Use Discouraged	Land Use Discouraged
Commercial Land Uses: Retail Trade, Movie Theaters, Restaurants, Bars, Entertainment Activities, Services	Normally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Generally Unacceptable	Land Use Discouraged	Land Use Discouraged
Heavy Commercial/Industrial: Wholesale, Manufacturing, Utilities, Transportation, Communications	Normally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Generally Unacceptable	Land Use Discouraged	Land Use Discouraged
Auditoriums, Concert Halls, Amphi-theaters, Music Shells (may be sensitive receptors or generators)	Normally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Generally Unacceptable	Land Use Discouraged	Land Use Discouraged
Sports Arenas, Outdoor Spectacular Sports	Normally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Generally Unacceptable	Land Use Discouraged	Land Use Discouraged

Source: Federal Highway Program Manual Vol. 7, Ch. 7, Sec. 3, 1982

Explanatory Notes

-  Normally Acceptable: With no special noise reduction requirements assuming standard construction.
-  Conditionally Acceptable: New construction or development should be undertaken only after a detailed analysis of the noise reduction requirement is made and needed noise insulation features included in the design.
-  Generally Unacceptable: New construction is discouraged. If new construction does proceed, a detailed analysis of noise reduction requirements must be made and needed noise insulation features included in the design.
-  Land Use Discouraged: New construction or development should generally not be undertaken.

¹ Source: California Governor's Office of Planning and Research, State of California General Plan Guidelines, Appendix C: Guidelines for the Preparation and Content of Noise Elements of the General Plan, February 1976 and City of Desert Hot Springs General Plan, 2000.

- 4. Quiet outdoor spaces may be provided next to a noisy right-of-way by creating a U-shaped development which faces away from the right-of-way.
- C. The minimum acceptable surface weight for a noise barrier is 4 pounds per square foot (equivalent to 3/4-inch plywood). The barrier shall be of a continuous material which is resistant

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to sound including: (1) masonry block; (2) precast concrete; or (3) earth berm or a combination of earth berm with block concrete.

D. Noise barriers shall interrupt the line of sight between noise source and receiver.

Section 17.40.300 of the Municipal Code states no vibration associated with any use shall be permitted which is discernible beyond the boundary line of the property.

Section 17.40.180 No loudspeaker, bells, gongs, buzzers, mechanical equipment or other sounds, attention attracting, or communication device associated with any use shall be discernible beyond any boundary line of the parcel, except fire protection devices, burglar alarms and church bells. The following provisions shall apply:

- A. In residential areas, no exterior noise level shall exceed 65 dBA and no interior noise level shall exceed 45 dBA.
- B. All residential developments shall incorporate the following standards to mitigate noise levels:
 - 1. Increase the distance between the noise source and receiver.
 - 2. Locate land uses not sensitive to noise (i.e., parking lots, garages, maintenance facilities, utility areas, etc.) between the noise source and the receiver.
 - 3. Bedrooms should be located on the side of the structure away from major rights-of-way.
 - 4. Quiet outdoor spaces may be provided next to a noisy right-of-way by creating a U-shaped development which faces away from the right-of-way.
- C. The minimum acceptable surface weight for a noise barrier is 4 pounds per square foot (equivalent to 3/4-inch plywood). The barrier shall be of a continuous material which is resistant to sound including: (1) masonry block; (2) precast concrete; or (3) earth berm or a combination of earth berm with block concrete.

D. Noise barriers shall interrupt the line of sight between noise source and receiver.

Section 17.40.300 of the Municipal Code states no vibration associated with any use shall be permitted which is discernible beyond the boundary line of the property.

Coachella Valley Multiple Species Habitat Conservation Plan

The proposed project occurs within the CVMSHCP boundaries but is not situated within a Conservation Area (see Exhibit 3.4-1). However, as shown in Exhibit 3.4-1, the Upper Mission Creek/Big Morongo Canyon Conservation Area border the eastern and western boundaries of the proposed project. Additionally, the Willow Hole Conservation Area is adjacent to the southwest of the project site. As such, the applicant must comply with Adjacency Guidelines regarding noise listed in Section 4.5 of the CVMSHCP to minimize indirect effects from development sharing a common boundary with a designated Conservation Area. The guidelines specific to noise are as follows:

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Proposed development adjacent or within a Conservation Area that generates noise in excess of 75 dBA L_{eq} hourly shall incorporate setbacks, berms, or walls, as appropriate, to minimize the effects of noise on the adjacent Conservation Area in accordance with guidelines to be included in the Implementation Manual.

Sensitive Noise Receptors

The State of California defines sensitive receptors as those land uses that require serenity or are otherwise adversely affected by noise events or conditions. Schools, libraries, churches, hospitals, and residential uses make up a majority of these areas. In addition, the City's General Plan Noise element identifies sensitive receptors as residences, schools, libraries, churches, hospitals, nursing homes, and resort areas. Sensitive receptors that may be affected by proposed project generated vehicular trips include the single-family detached residential dwelling units located as close as approximately 0.05 miles (~270 feet) to the southeast, 0.53 mile to the southwest, and 0.60 mile to the northeast of the project site. Mobile home parks are located approximately 0.65 miles to the northeast and 0.75 miles to the east of the project site. In addition, Two Bunch Palms Elementary School is located approximately 0.62 miles northeast of the project site.

Existing Noise Levels

As part of the *Noise Impact Analysis* prepared for the proposed project, existing ambient noise levels were determined for the project site during a field survey on September 14, 2017. Four 10-minute daytime noise measurements were taken between 2:19PM and 4:48 PM with ambient noise levels range between 60.9-67.2 dBA L_{eq} . Figure 4 of the *Noise Impact Analysis* shows the locations where ambient noise measurements were taken. Table 33, *Ambient Noise Levels*, provides a summary of the short-term ambient noise data. The dominant noise sources included those associated with the wind and vehicular traffic volumes from Dillon Road, Sanborn Street, Little Morongo Road, and Pierson Boulevard.

Table 33 Ambient Noise Levels¹

Site Location	Type	Start Time	Measurement Period	Existing Ambient Noise Levels (dBA)						
				L_{eq}	L_{max}	L_{min}	L_2	L_8	L_{25}	L_{50}
NM1	Ambient	2:19 PM	10 Minute	61.2	70.5	53.0	66.1	64.1	62.0	60.2
NM2	Ambient	3:01 PM	10 Minute	60.9	73.9	46.6	68.8	64.8	61.1	57.8
NM3	Ambient	3:49 PM	10 Minute	67.2	77.9	54.4	72.5	70.1	68.5	66.3
NM4	Ambient	4:38 PM	10 Minute	64.1	77.7	45.2	71.6	67.9	64.6	61.9

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Noise Modeling and Input

Road Construction Noise Model (RCNM)

A worst-case construction noise scenario was modeled using the FHWA RCNM. RCNM utilizes standard noise emission levels for many different types of equipment and includes utilization percentage, impact, and shielding parameters.

Federal Highway Administration (FHWA) Traffic Noise Prediction Model

The FHWA Traffic Noise Prediction Model arrives at a predicted noise level through a series of adjustments to the Reference Energy Mean Emission Level (REMEL). Adjustments are then made to the REMEL to account for: ADT, roadway classification, width, speed and truck mix, roadway grade and site.

Existing and Existing Plus Project average daily traffic volumes were obtained from the proposed project's *Traffic Impact Analysis* (Appendix I1). Vehicle/truck mixes and Day/Evening/Night (D/E/N) splits for use in acoustical studies published by the Riverside County Department of Industrial Hygiene were utilized for noise modeling. The City does not have vehicle/truck mixes or D/E/N splits published for use in acoustical studies. Existing Plus Project vehicle mixes were calculated by adding the proposed project trips to existing conditions.

3.13.3 Impacts

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

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

Construction

Proposed project generated construction noise would vary depending on the construction process, type of equipment involved, location of the construction site with respect to sensitive receptors, the schedule proposed to carry out each task (i.e., hours and days of the week) and the duration of the construction work. Development of the proposed project would be completed in four phases, grading, facility construction, paving, and application of architectural coatings. Site preparation is expected to produce the loudest noise levels. Typical noise sources and noise levels associated with the site grading phase of construction are shown in Table 34, *Typical Construction Equipment Noise Levels*. A likely worst-case construction noise scenario assuming the use of this equipment was calculated using the FHWA's RCNM assuming the use of a grader, two (2) backhoes, a dozer, a scraper, and a water truck (modeled as a dump truck). All equipment was modeled operating simultaneously at staggered distance between 25 and 350 feet from the property line. The RCNM modeling does not take into account any possible shielding effects associated with existing or proposed intervening structures or topography and therefore represents a worst-case scenario. Modeling input and output data are provided in Appendix D of the *Noise Impact Analysis (Appendix H)*.

Per the *Noise Impact Analysis*, worst-case construction noise levels could reach 87.2 dBA Leq and 94 DVA L_{max} at the property line of the proposed project. The nearest sensitive receptor is located approximately 270 feet southeast of the proposed project's southern property line. Proposed project construction noise levels may reach up to 63.5 dBA Leq and 66.9 dBA L_{max} at this sensitive receptor. As shown in Table 3.13-4, these noise levels would substantially exceed ambient noise levels and may temporarily annoy adjacent and nearby residents. However, compliance with City Ordinance 9.04.030 would limit impacts to day-time hours and avoid nighttime and early morning impacts when people are generally more sensitive to noise. In addition to compliance with City Ordinance 9.04.030, through implementation of Mitigation Measure NOI-1, the proposed project will adhere to all mitigation measures outlined in Section 8 of the *Noise Impact Analysis* regarding the reduction of construction noise and vibrations emanating from the proposed project. Therefore, construction noise levels during the day would be reduced to a less than significant level.

Additionally, construction activities of the proposed project have the potential to impact the adjacent Upper Mission Creek/Big Morongo Canyon and Willow Hole Conservation Areas. Although construction will be temporary, through implementation of Mitigation Measures BIO-5, the applicant must comply with the land use adjacency guidelines outlined in Section

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4.5 of the CVMSHCP specific to noise impacts. Since the proposed project is located within an area that experiences strong wind and blowing dust on a regular basis, a cloth fence may not suffice for noise attenuation. Therefore, during construction of the proposed project, the excavated material from excavation will be piled between the construction and the conservation area activity to create a berm which will result in sufficient noise attenuation during temporary construction activities.

Therefore, with implementation of Mitigation Measures NOI-1 and Mitigation Measures BIO-5, impacts related to generation of a substantial increase in ambient noise levels in the vicinity of the project site during construction would be reduced to a less than significant level.

Table 34 Typical Construction Equipment Noise Levels¹

Type of Equipment	Range of Maximum Sound Levels Measured (dBA at 50 feet)	Suggested Maximum Sound Levels for Analysis (dBA at 50 feet)
Rock Drills	83-99	96
Jack Hammers	75-85	82
Pneumatic Tools	78-88	85
Pumps	74-84	80
Dozers	77-90	85
Scrapers	83-91	87
Haul Trucks	83-94	88
Cranes	79-86	82
Portable Generators	71-87	80
Rollers	75-82	80
Tractors	77-82	80
Front-End Loaders	77-90	86
Hydraulic Backhoe	81-90	86
Hydraulic Excavators	81-90	86
Graders	79-89	86
Air Compressors	76-89	86
Trucks	81-87	86

¹ Source: Bolt, Beranek & Newman; *Noise Control for Buildings and Manufacturing Plants*, 1987.

Operation

Proposed project generated operational noise would be generated from project generated traffic, the proposed power and reclamation facility, parking lot noise, and noise from mechanical equipment (i.e., HVAC units).

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Project Generated Traffic Noise

As documented in the TIA prepared for the proposed project, implementation of the proposed project is expected to generate 3,665 passenger car equivalent trips per day (ADT). A worst-case proposed project generated traffic noise level was modeled utilizing the FHWA Traffic Noise Prediction Model - FHWA-RD-77-108. Traffic noise levels were calculated at 50 feet from the centerline of the analyzed roadway. The modeling is theoretical and does not take into account any existing barriers, structures, and/or topographical features that may further reduce noise levels; therefore, the levels are shown for comparative purposes only to show the difference in with and without project conditions. The potential off-site noise impacts caused by an increase of traffic from operation of the proposed project on the nearby roadways were calculated for the following scenarios:

- Existing Year (without project)
- Existing Year (with project)

For off-site project generated noise, increases in ambient noise along affected roadways due to project generated vehicle traffic is considered substantial if they result in an increase of at least 3 dBA CNEL and: (1) the existing noise levels already exceed the applicable land use compatibility standard for the affected sensitive receptors set forth in the City's General Plan; or (2) the project increases noise levels by at least 3 dBA CNEL and raises the ambient noise level from below the applicable standard to above the applicable standard.

As shown below in in Table 5 of the *Noise Impact Analysis* (Appendix H), measured and modeled existing traffic noise levels range between 60.9-80.0 dBA CNEL and the modeled existing plus project traffic noise levels range between 62.7-80.0 dBA CNEL at 50 feet from the centerline of each road segment.

All modeled roadway segments are anticipated to change the noise a nominal amount (between approximately 0.04 to 1.83 dBA CNEL). The nominal change in noise level would not be audible and would be considered less than significant, and no mitigation is required.

On-site Noise Generation

The operational activities associated with the proposed project were modeled using the SoundPLAN noise model to assess potential noise impacts to nearby single-family detached residential dwelling units. Specifically, these activities include power plant equipment noise, parking lot noise, heating and air conditioning units (HVAC), and loading and unloading.

As shown in Table 6 of the *Noise Impact Analysis* (Appendix H), existing measured noise levels at nearby sensitive receptors range between 36.4 and 44.8 dBA Leq and modeled proposed project operational noise levels are expected to range between 30.0 and 43.0 dBA Leq. Proposed project operations will not result in substantial increases in ambient noise levels. As

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shown in Figures 6 and 7 of the *Noise Impact Analysis* (Appendix H), modeled exterior proposed project operational noise levels range between 30.3 and 52.8 dBA Leq in the proposed project vicinity and is unlikely to exceed the City's exterior noise criteria of 65 dBA or the City's interior noise criteria of 45 dBA Leq. Typical residential construction provides 15 dB of reduction with a windows open condition and 20 dB of reduction with a windows closed condition. The proposed project would result in operational noise impacts that would be less than significant, and no mitigation is required.

- b. **Less Than Significant with Mitigation Incorporated.** Construction activity can result in varying degrees of ground vibration, depending on the equipment used on the site. Operation of construction equipment causes ground vibrations that spread through the ground and diminish in strength with distance. Buildings respond to these vibrations with varying results ranging from no perceptible effects at the low levels to slight damage at the highest levels. Table 30 gives approximate vibration levels for particular construction activities. Table 31 summarizes the typical human reaction and effect on buildings due to groundborne vibration. The City's Municipal Code Section 17.40.300 prohibits any land uses that generate a discernible vibration impact from 50 feet and beyond the property line or source. This impact discussion analyzes the potential for the proposed project to cause an exposure of persons to or generation of excessive groundborne vibration or ground borne noise levels.

Groundborne vibration levels at sensitive receptors were predicted based on reference vibration levels shown in Table 30 *Construction Equipment Vibration Source Levels*. Calculated groundborne noise and vibration levels associated with proposed project construction could reach up to 0.006 PPV (in/sec) at the nearest sensitive receptor, a single-family detached residential dwelling unity approximately 270 feet from the southern property line, and up to 0.001 PPV at the nearest commercial building, approximately 720 west of the proposed project's western property line. Vibration-induced construction activities would not exceed the recommended California Department of Transportation standard of 0.2 in/sec PPV regarding the prevention of structural damage for normal buildings and would be in compliance with Municipal Code Section 17.40.300. Therefore, construction related vibration is expected to result in less than significant impacts.

- c. **No Impact.** The project site is approximately 6 miles north of the Palm Springs International Airport. The project site is not located within the noise compatibility contours of the Riverside County Airport Land Use Compatibility Plan for the Palm Springs International Airport. There are no private air strips in the proposed project vicinity. Therefore, there would be no noise impacts associated with proximity to an airport or private air strip.

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3.13.4 Mitigation

Grading and Site Development

In addition to adherence to the City's policies found in the Noise Element and Municipal Code limiting the construction hours of operation, the following mitigation measures shall be implemented to reduce construction noise and vibrations emanating from future construction projects at the project site. These measures shall be included as notes on all grading plans and construction plans as appropriate, to the satisfaction of the City Engineer or his/her designee.

Construction

NOI-1 The proposed project will adhere to the following measures to reduce construction noise and vibration:

- During all project site excavation and grading on-site, construction contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturer standards.
- The contractor shall place all stationary construction equipment so that emitted noise is directed away from the noise sensitive receptors nearest the project site.
- Equipment shall be shut off and not left to idle when not in use.
- The contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise/vibration sources and sensitive receptors nearest the project site during all proposed project construction.
- Jackhammers, pneumatic equipment and all other portable stationary noise sources shall be shielded and noise shall be directed away from sensitive receptors.

Biological Resources

The following mitigation from Section 3.3, *Biological Resources*, is required to ensure impacts associated with construction noise are less than significant:

BIO-5 The applicant shall implement the following CVMSHCP Land Use Adjacency Guidelines requirements and restrictions as listed below and shall be adhered to during construction and for post construction operation for any project within the project site that lies adjacent to Conservation Areas. The proposed project proponent shall coordinate with the Coachella Conservation Commission (CVCC) and CVCC staff shall review plans for all planning areas adjacent to the Conservation Area and determine whether the proposed improvements are consistent with the CVMSHCP.

- 4) *Noise* – Proposed development adjacent to or within a Conservation Area that generates noise in excess of 75 dBA L_{eq} hourly shall incorporate setbacks, berms, or walls, as appropriate, to minimize the effects of noise on the adjacent Conservation Area in accordance with guidelines to be included in the Implementation Manual.

3.13.5 Level of Significance After Mitigation

With implementation of Mitigation Measure NOI-1 and BIO-5, impacts would remain less than significant.

3.14 Population and Housing

3.14.1 Sources

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

- California Department of Finance, *E-5 Population and Housing Estimates, January 1, 2019*, accessed June 28, 2019.
- California Employment Development Department, *Labor Force and Unemployment Rate for California Sub-County Areas*, accessed October 7th, 2019.
- City of Desert Hot Springs, *Comprehensive General Plan, Housing Element*, Adopted April 7, 2009.
- Ganddini Group, *DHS 109 Business Park Traffic Impact Analysis*, May 21, 2019 (Appendix I1).
- County of Riverside General Plan, *Socioeconomic Build-Out Assumptions and Methodology*, April 2017, accessed February 26, 2020.

3.14.2 Environmental Setting

The 2010 U.S. Census estimated Desert Hot Springs' population to be 25,938. Based on recent California Department of Finance *E-5 Population and Housing Estimates* (California Department of Finance, 2019), the population in Desert Hot Springs grew by approximately 12.7 percent to 29,251 as of January 1, 2019. This represents an average annual growth of approximately 1.5 percent over the 9-year period between 2010 and 2019. Therefore, for purposes of this analysis, the City's 2020 population is estimated to be 29,690.

Housing

According to the California Department of Finance (2019), *E-5 Population and Housing Estimates*, there were a total of 10,902 housing units in the City in 2010 as shown in Table 35, *Housing Characteristics — 2010 vs. 2019*. It should be noted that approximately 65.4 percent of all dwelling units were single family homes in 2010. According to 2019 *E-5 Population and Housing Estimates*, there were a total of 11,674 housing units in the City as of January 1, 2019. This represents a 7.1 percent increase over the 9-year period. The ratio of housing types has remained consistent.

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Table 35 Housing Characteristics – 2010 Vs. 2019

Unit Type	2010		2019	
	Number of Units	% Total Units	Number of Units	% Total Units
Single-Family Detached	7,135	65.4	7,406	63.4
Single-family Attached	189	1.7	189	1.7
Multi-family, 2-4 Units	1,574	14.4	1,673	14.3
Multi-family, 5 or more Units	1,418	13	1,535	13.1
Mobile Homes	586	5.3	871	7.5
TOTAL	10,902	100.0%	11,674	100.0%

Source: Department of Finance, E-5 Population and Housing Estimates, January 1, 2019

Regional Housing Needs Assessment

SCAG is responsible for allocating housing needs to each jurisdiction in its region, including the City’s. A local jurisdiction’s “fair share” of regional housing need is the number of additional housing units that will need to be constructed in the jurisdiction to accommodate the forecast growth in the number of households, to replace expected demolitions and conversion of housing units to non-housing uses, and to achieve a vacancy rate that allows for healthy functioning of the housing market. The Regional Housing Needs Allocation (RHNA) for Desert Hot Springs between 2014 and 2021 is 4,196 housing units (City of Desert Hot Springs, 2009). The allocation is divided into four income categories. The allocation is further adjusted to avoid an over-concentration of lower-income households in any one jurisdiction. Table 36, *Desert Hot Springs RHNA Allocation 2014-2021*, shows the RHNA for the City’s by each income category.

Table 36 Desert Hot Springs RHNA Allocation 2014-2021

Income Category	Number of Units
Above Moderate	1,817
Moderate	772
Low	661
Very Low	946
TOTAL	4,196

Source: SCAG, 5th Cycle Regional Housing Needs Assessment
Final Allocation Plan, 1/1/2014-10/1/2021

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3.14.3 Impacts

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

- a. **Less Than Significant Impact.** The proposed project consists of a CUP application to allow for the development of an industrial development with approximately 761,770 square feet for industrial cannabis cultivation, 236,180 square feet of light industrial uses, and 286,230 square feet for the operation of a power and reclamation facility. Per the *Traffic Impact Analysis*, the total number of employees is estimated for the proposed cannabis activity is based on one employee per 2,000 square feet of building area. Thus, development of cannabis related land uses within the project site has the potential to generate approximately 381 employees, upon buildout. Furthermore, according to the *Appendix E: Socioeconomic Build-Out Assumptions and Methodology* of the County of Riverside General Plan, the total number of employee estimation ratio for the proposed light industrial uses is based on one (1) employee per 1,030 square feet of building area. For purposes of worst-case scenario analysis, the light industrial employee estimation ratio was applied to employee projections of the power and reclamation facility. Therefore, light industrial land uses (including power and reclamation facility uses) within the project site are anticipated to generate approximately 507 employees, upon buildout. For purposes of population and housing impact analysis, the proposed project is anticipated generate approximately 888 employees.

Using the Department of Finance estimate of 3.17 per household, the proposed project has the potential to generate approximately 2,815 new residents in the City. The potential new residents would represent approximately 9.5 percent of the estimated 2020 population of the City. To accommodate the potential increase in household demand, the Desert Hot Springs 2014-2021 RHNA has allocated 4,196 housing units to accommodate the forecast population growth of the City. Per the *Department of Finance E-5 Report*, the City has a vacancy rate of 21.2 percent as of January 2019, which translates to approximately 2,475 vacant housing units. Although the worst case scenario population increase for the proposed project is

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assumed to be 2,815 new residents, the majority of the employees are anticipated to be local, either from the City or surrounding communities close enough to commute from. As of August 1, 2019, the unemployment rate in the City is 6.9 percent, which translates to approximately 2,018 unemployed residents. Due to the high unemployment rate within the City, there is sufficient labor force within the City for approximately 72 percent of the anticipated employees needed for the operation of the proposed project at build out. Hiring local employees would reduce the City's unemployment rate without a significant increase to the overall population. Thus, implementation of the proposed project would not induce substantial population growth, and impacts would be less than significant.

- b. No Impact.** The project site is located on a vacant parcel within the City. Single-family residences are located southeast of the project site, however, construction of the proposed project would not result in displacement of the existing residences. Therefore, implementation of the proposed project would not displace any existing houses or people.

3.14.4 Mitigation Measures

No mitigation measures are required.

3.14.5 Level of Significance After Mitigation

Not Applicable.

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3.15 Public Services

3.15.1 Sources

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

- *City of Desert Hot Springs Comprehensive General Plan, September 5, 2000.*
- *Palm Springs Unified School District website www.psusd.us, accessed on August 15, 2019.*
- *Palm Springs Unified School District Commercial/Industrial Development School Fee Justification Study, April 5, 2018.*

3.15.2 Environmental Setting

Fire Protection

Fire protection services are provided to the City through the Riverside County Fire Department under contract with the California Department of Forestry. Ambulance service and paramedic personnel is provided by American Medical Response. The Riverside County Fire Department consists of thirteen fire stations providing services to the upper Coachella Valley. The nearest fire stations that namely provide fire protection services for Desert Hot Springs are:

Desert Hot Springs, No. 37 located at 65958 Pierson Boulevard, alongside City Hall. The station is approximately located 2.6 miles northeast of the project site. The average response time to the project site is between five to seven minutes.

Fire Station No. 66 located at 11535A Karen Avenue. The station is located approximately 3.9 miles northwest of the project site. The average response time to the project site is between seven to nine minutes.

Sky Valley Station No. 56 located at 72985 Dillon Road. The station is located approximately 9.2 miles southeast of the project site. The average response time to the project site is between twelve to fifteen minutes.

Station No. 35 located at 31920 Robert Road. The station is located approximately 14 miles from the project site. The average response time to the project site is between fifteen to eighteen minutes.

A maximum three mile and five-minute response parameter is recommended by the National Fire Insurance Organizations and the National Fire Protection Association, for placement of fire stations. As stated in the *Fire and Police Protection Element*, the response times within the City range from zero to nine minutes with the highest response times occurring in the eastern portion of the City, in the vicinity of Hacienda Avenue and Mountain View Road. With anticipated population growth and

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current lack of fire stations available corresponding to the recommended response parameter, the City and Fire Department have expressed the need for a new fire station.

Police Protection

Police protection services are provided by the City’s Police Department. The Department is located at 65950 Pierson Boulevard approximately 2.7 miles northeast of the project site. As of the year 2017, the Desert Hot Springs Police Department employs 32 sworn officers and 9 support staff. The desirable ratio of law enforcement personnel to population ratio is 1.06 officers per 1,000 persons. The current staffing ratio for the Desert Hot Springs Police Department falls below this ratio at 0.88 officers per 1,000 persons; therefore, the Desert Hot Springs Police Department is currently deficient with regards to the number of sworn police officers.

Schools

The City is located within the boundaries of the Palm Springs Unified School District (PSUSD). The PSUSD currently operates 19 elementary schools, 5 middle schools, 4 high schools, and 4 alternative schools. These alternative schools offer an educational setting designed to accommodate education, behavioral, and or medical needs of children and adolescents that for any reasons cannot be adequately addressed in a traditional school environment. Among these schools, there are five elementary schools, one middle school, one alternative high school, and one high school found within the City’s sphere of influence. The nearest elementary school is Two Bunch Palms Elementary School located 1.7 miles northeast of the project site. The nearest middle school is located 2.4 miles east and the nearest high school is located 2.4 miles north of the project site.

Table 37 Palm Springs Unified School District Enrollment and Capacity

School Level ¹	2017/2018 Facilities Capacity ²	2017/2018 Student Enrollment ³	Excess/ (Shortage) Capacity
Elementary School (Grades K-6)	13,923	12,283	1,640
Middle School (Grades 7-8)	3,127	3,557	(430)
High School (Grades 9-12)	8,604	7,365	1,239
Total	25,654	23,205	2,449

Notes:

- ¹ The School District’s school level configuration has been altered to be consistent with the SAB Form 50-02.
- ² SAB Form 50-02 plus State funded capacity and teaching stations purchased by the School District
- ³ 2017/2018 student enrollment provided by the School District

Source: Palm Springs Unified School District Commercial/Industrial School Fee Justification Study, Table 1, 2018

In the 2017/2018 school year, the School District’s school facilities had a capacity of 25,654 total students per section 17071.10(a) of the Education Code. As shown in Table 37, *Palm Springs Unified School District Enrollment and Capacity*, the total student enrollment for PSUSD was 23,205. At the middle school level the student enrollment exceeds capacity with a shortage of 430 students while

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the student enrollment at the elementary and high school levels had sufficient capacity for additional students.

Parks

A Parks and Recreation Element was prepared by the City in 1994 as an addition to the City’s General Plan. The three types of parks are community, neighborhood, and mini-parks. There are seven existing parks in Desert Hot Springs. The nearest neighborhood park is Mission Springs Park located 2.8 miles east of the project site. The second nearest park is Guy J. Tedesco Park located 2.5 miles northeast of the project site.

Other Public Facilities

The Desert Hot Springs’ library is a branch of the County of Riverside library system. It is located at 11691 West Drive and is approximately 2.4 miles north of the project site. The resources offered include books and tapes for both adults and children, computer terminals, and text-based access to the internet. A bookmobile, operated in partnership with Sunline Transit, provides a mobile library service containing approximately 10,000 volumes, is also available. In recent years, the County has expressed a need for a new or expanded library to accommodate the needs of the community to the Board of Supervisors.

3.15.3 Impacts

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

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	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
(iv) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(v) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities:

Fire Protection

- a.i. **Less Than Significant Impact.** Implementation of the proposed project and the expected increase in additional structures, roadway congestion, and population is expected to result in an increase in demand for fire protection services. Additional equipment, vehicles and staff may be needed as the project site is developed. Equipment and staffing needs would be determined as the proposed project is built out. Installation of new water mains and hydrants would be required because the project site is currently undeveloped. As such, the applicant shall participate in the Development Impact Fee Program as adopted by the City for applicable development projects to compensate for the costs necessary to maintain an acceptable level of fire protection services to the project site. Furthermore, the proposed project will be subject to Fire Department review and new facilities would be considered as needed to ensure provision of fire protection services. The proposed project would require compliance with the existing fire code, including the fire suppression requirements. Prior to the issuance of any building permits, the proposed project would require approval from the Fire Department that the project is developed in compliance with the existing fire code. Therefore, with compliance of regulatory requirements, impacts to fire protection services would be less than significant.

Police Protection

- a.ii. **Less than Significant Impact.** Implementation of the proposed project and the expected increase in additional structures, roadway congestion, and population is expected to result in an increase in demand for police protection services. The desirable ratio of law enforcement personnel to population ratio is 1.06 officers per 1,000 persons. The current staffing ratio for the Desert Hot Springs Police Department falls below this ratio at 0.88 officers per 1,000 persons.

The applicant would be required to participate in the City’s Development Impact Fee Program to Law Enforcement Facilities to help fund additional resources necessary for police protection services. The proposed project will be subject to Police Department review to assure that the Police Department can provide and maintain adequate police projection services.

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Pursuant to City's Municipal Code Section 5.50.040, proposed project applicants are required to prepare a security plan and install security measures at each marijuana cultivation facility to ensure the safety of employees. The required security plan would include measures such as installation of security cameras, audible interior and exterior alarm systems, and employment of a licensed security guard during all hours of operation. This would help reduce the need for police protection. All proponents proposing marijuana facilities on the project site will adhere to the City's Marijuana Ordinances regarding marijuana permit requirements, location and operation.

Therefore, through participation of the City's Development Impact Fee Program and adherence to applicable regulatory requirements, impacts regarding provision of police protection would be less than significant.

Schools

- a.iii. Less Than Significant Impact.** The proposed project is located within PSUSD service area. The nearest elementary school is Two Bunch Palms Elementary School located approximately 0.75 miles northeast of the project site. The nearest middle school is located 2.4 miles east and the nearest high school is located 2.4 miles north of the project site. The proposed project is a commercial/retail development, thus does not have the potential to increase the generation of students separate from the PSUSD estimated student generation rates. Therefore, the proposed project would have a less than significant impact.

Parks

- a.iv. Less than Significant Impact.** As mentioned in the above sections the project is proposed to be a 109-acre industrial park consisting of 57 condo lots that will accommodate a combination of general light industrial, cannabis (cultivation, manufacturing, distribution, etc.), and large-scale energy/utility facilities land uses on approximately 109 acres. The project would attract visitors for a short period of time, however, it would not be permanent where additional parks would be required. There would be relatively minor/negligible demand for parks based on workers at the project who may visit parks during lunch breaks, before or after work. Therefore, there would be a less than significant impact.

Other Public Facilities

- a.v. No impact.** The library is located at 11691 West Drive and is approximately 2.4 miles north of the project site. In order to meet the need for public facilities and improvements, Riverside County imposes a Library Construction Development Impact Fee, however, the Development Impact Fee is only applicable to residential developments. Residential developments are not proposed within the project site. Additionally, the City does not require commercial and

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industrial developments to pay a Development Impact Fee towards library services and facilities. Therefore, there would be no impacts.

3.15.4 Mitigation Measures

No mitigation is necessary.

3.15.5 Level of Significance After Mitigation

Not applicable.

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3.16 Recreation

3.16.1 Sources

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

- *City of Desert Hot Springs Comprehensive General Plan, September 5, 2000.*

3.16.2 Environmental Setting

The Parks and Recreation Element is an integral part of the City’s General Plan that describes existing public parks, trails, bikeway and other public and private amenities, and to identify the need for additional lands and establish goal, policies, programs, and implementation strategies.

Hiking and equestrian trails are primarily located along the wash areas and foothills. The trails provide access to trails in Joshua Tree National Park and the Morongo Canyon Preserve. The Morongo Canyon Preserve is approximately 11 miles north from the project site. It is managed by the BLM and includes both public and private lands consisting of 29,000 total acres. Joshua Tree National Park is approximately 31 miles north of the project site. Other regional facilities include the San Bernardino National Forest, Palm Springs Aerial Tramway, Mt. San Jacinto Wilderness State Park, Willow Hole/Edom hill Reserve, and Coachella Valley Reserve.

According to the general plan, bicycle facilities are proposed to be expanded along arterial streets throughout the City as roadway widening and development projects arise.

See also Section 3.15, *Public Services, Parks* for more information on park facilities.

3.16.3 Impacts

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

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a./b. No Impact. The proposed project involves the development of industrial and mixed-use commercial/office components and it is not proposing any housing developments that would increase population within the City. Therefore, it will not increase the use of existing neighborhood and regional parks or other recreational facilities due to the proximity between the proposed project and such facilities. The construction of the proposed project will not include the construction nor expansion of recreational facilities. The nearest facilities include The Morongo Canyon Preserve located approximately 11 miles north of the project site and the Joshua Tree National Park located approximately 31 miles north of the project site. The nature of the development is not intended for leisure nor recreational use. Therefore, no impact would follow the development of the proposed project.

3.16.4 Mitigation Measures

No mitigation measures are required.

3.16.5 Level of Significance After Mitigation

Not applicable.

3.17 Transportation

3.17.1 Sources

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

- City of Desert Hot Springs, *Comprehensive General Plan Circulation Element*, 2000.
- California Department of Transportation, *Guide for the Preparation of Traffic Impact Studies*, 2010. https://nacto.org/docs/usdg/guide_preparation_traffic_impact_studies_caltrans.pdf
- California Department of Transportation, *California Manual of Uniform Traffic Control Devices*, 2014. <https://dot.ca.gov/-/media/dot-media/programs/safety-programs/documents/ca-mutcd/rev-5/camutcd2014-part0-rev5.pdf>
- Ganddini Group, *DHS 109 Business Park Traffic Impact Analysis*, May 21, 2019 (Appendix I1).
- Ganddini Group, *DHS 109 Project Vehicle Miles Traveled Memorandum*, November 4, 2020 (Appendix I2)

3.17.2 Environmental Setting

Implementation of the proposed project would result in development of a master planned industrial park to accommodate a mix of industrial warehouses and business, including cannabis activities such as cultivation, extraction, processing, manufacturing, and distribution. The project site consists of approximately 109 acres of vacant land located east of Little Morongo Road between 15th Avenue and 16th Avenue. The existing setting and potential impacts regarding traffic and circulation around and throughout the project site and surrounding area are based on information contained in the *DHS 109 Business Park Traffic Impact Analysis* (TIA), Appendix I1, dated May 21, 2019. The TIA analyzes traffic impacts for the proposed project's opening year of 2021. Additionally, impacts associated with vehicle miles travelled are analyzed in the *DHS 109 Project Vehicle Miles Traveled Memorandum*, Appendix I2, dated, November 4, 2020.

Study Area

Exhibit 3.17-1, *Study Area Intersections* and Table 38, *Study Area Intersections*, show a study area comprising 18 intersections. Intersecting streets are characterized as north-south (NS) or east-west (EW).

Analysis Scenarios

Based on the City-approved scoping agreement, the following scenarios were analyzed:

1. Existing
2. Existing Plus Project
3. Existing Plus Ambient (2021) Plus Project

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4. Existing Plus Ambient (2021) Plus Project Plus Cumulative

Table 38 Study Area Intersections

ID	Intersection	Jurisdiction
1	I-10 Eastbound Ramps (NS) at Garnet Avenue (EW)	Caltrans/Palm Springs
2	Indian Canyon Drive (NS) at Pierson Boulevard (EW)	Desert Hot Springs
3	Indian Canyon Drive (NS) at Dillon Road (EW)	Desert Hot Springs
4	Indian Canyon Drive (NS) at 20 th Avenue (EW)	Palm Springs
5	Indian Canyon Drive (NS) at Garnet Avenue (EW)	Palm Springs
6	I-10 Westbound Ramps (NS) at 20 th Avenue	Caltrans
7	Little Morongo Road (NS) at Pierson Boulevard (EW)	Desert Hot Springs
8	Little Morongo Road (NS) at Two Bunch Palms Trail (EW)	Desert Hot Springs
9	Little Morongo Road (NS) at 15 th Avenue (EW)	Desert Hot Springs
10	Little Morongo Road (NS) at Dillon Road (EW)	County of Riverside
11	Atlantic Avenue (NS) at Dillon Road (EW)	County of Riverside
12	Palm Drive (NS) at Hacienda Avenue (EW)	Desert Hot Springs
13	Palm Drive (NS) at Ironwood Rive (EW)	Desert Hot Springs
14	Palm Drive (NS) at Two Bunch Palm Trails (EW)	Desert Hot Springs
15	Palm Drive (NS) at Camino Campanero (EW)	Desert Hot Springs
16	Palm Drive (NS) at Camino Aventura (EW)	Desert Hot Springs
17	Palm Drive (NS) at Dillon Road (EW)	County of Riverside
18	Palm Drive (NS) at Varner Road (EW)	County of Riverside

Source: DHS 109 Business Park Traffic Impact Analysis, Page 1-2, Ganddini Group, May, 2019.

Regulatory Setting

The following discusses the TIA methodologies used assess transportation facility performance as adopted by the respective jurisdictional agencies.

Intersection Analysis Methodology

The technique used to assess the performance of intersections, and therefore, traffic impacts, within the TIA is known as the intersection delay methodology based on the procedures contained in the *Highway Capacity Manual* (Transportation Research Board, 6th Edition). The methodology considers the traffic volume and distribution of movements, traffic composition, geometric characteristics, and signalization details to calculate the average control delay per vehicle and corresponding LOS. Control delay is defined as the portion of delay attributed to the intersection traffic control (such as traffic signal or stop sign) and includes initial deceleration, queue move-up time, stopped delay, and final acceleration delay. The intersection control delay is then correlated to LOS based on the thresholds listed in Table 39, *Level of Service Control Delay*.

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Table 39 Level of Service Control Delay

Level of Service	Intersection Control Delay (Seconds / Vehicle)	
	Signalized Intersection	Unsignalized Intersection
A	≤ 10.0	≤ 10.0
B	> 10.0 to ≤ 20.0	> 10.0 to ≤ 15.0
C	> 20.0 to ≤ 35.0	> 15.0 to ≤ 25.0
D	> 35.0 to ≤ 55.0	> 25.0 to ≤ 35.0
E	> 55.0 to ≤ 80.0	> 35.0 to ≤ 50.0
F	> 80.0	> 50.0

Source: Transportation Research Board, *Highway Capacity Manual (6th Edition)*

LOS is used to qualitatively describe the performance of a roadway facility, ranging from LOS A (free-flow conditions) to LOS F (extreme congestion and system failure). Intersection delay analysis was performed using the Vistro (Version 6.00-00) software.

Performance Standards

California Department of Transportation (Caltrans)

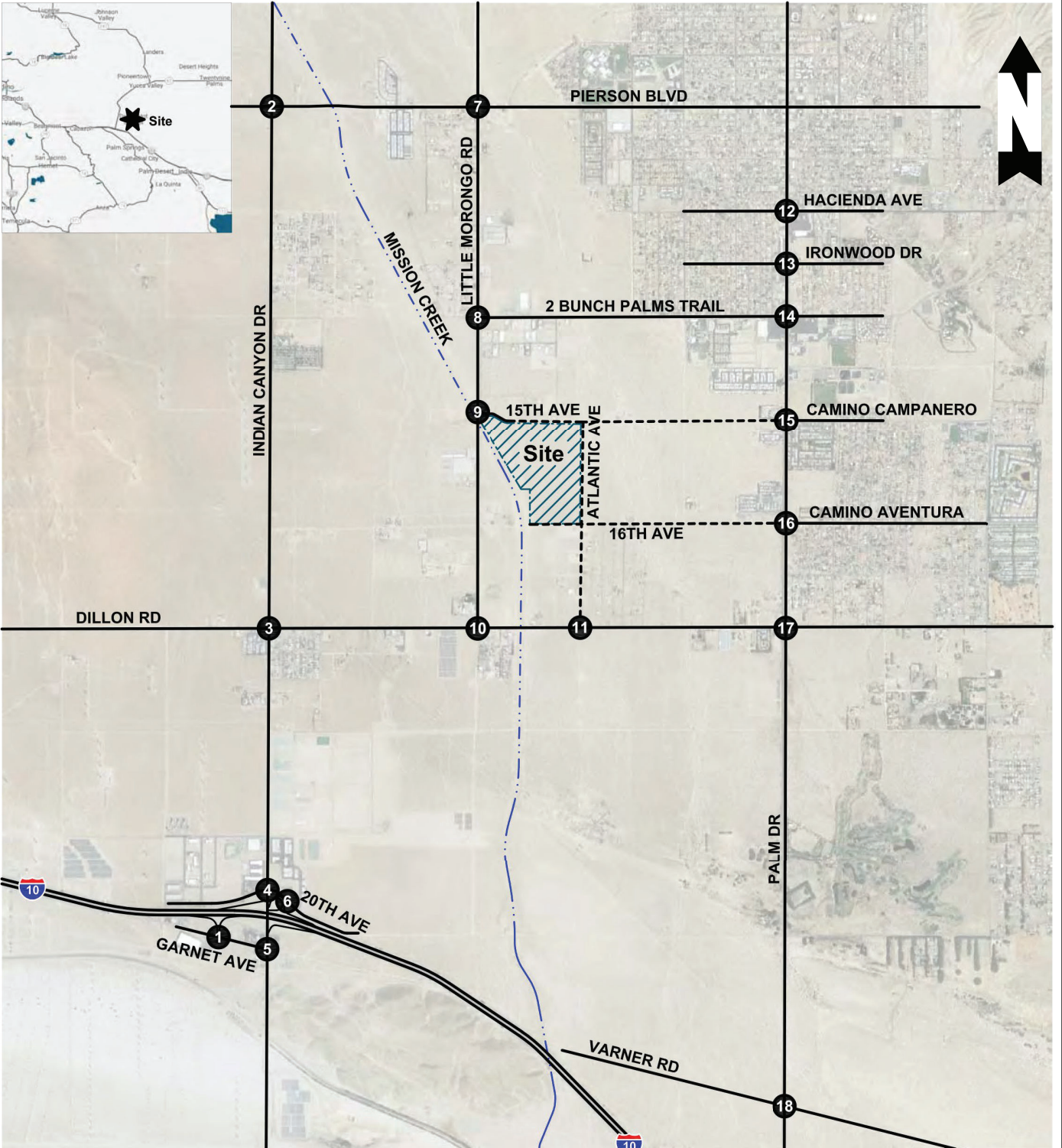
As stated in the *Guide for the Preparation of Traffic Impact Studies (2010)*, “California Department of Transportation endeavors to maintain a target LOS [Level of Service] at the transition between LOS “C” and LOS “D” on State highway facilities.” Caltrans acknowledges that may not always be feasible and recommends consultation with Caltrans to determine the appropriate target LOS. For consistency with local requirements, this analysis defines LOS D as the minimum acceptable LOS for State Highway facilities.

County of Riverside

The definition of an intersection deficiency has been obtained from the County of Riverside *General Plan*. The *General Plan* states that peak hour intersection operations of LOS C or better are generally acceptable along all County maintained roads and conventional State highways. As an exception, LOS D may be allowed in Community Development areas, only at intersections of any combination of Secondary Highways, Major Highways, Arterial Highways, Urban Arterial Highways, Expressways, conventional State highways or freeway ramp intersections.

City of Desert Hot Springs

The City has established LOS D as the minimum acceptable LOS.



Legend

Study Intersection

Source: Gandini, 2019



Study Area Intersections
DHS 109 Industrial Park

Exhibit
3.17-1

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Existing Conditions

Regional access to the project site is provided by the I-10 freeway at the Indian Canyon interchange. Local north-south circulation for access to the project site is provided by Little Morongo Drive. Local east-west circulation is provided by Two Bunch Palms Trail to the north and Dillon Road to the south of the project site.

Existing Intersection Delay and Level of Service

The study area intersection LOS for existing conditions have been calculated and are shown in Table 40, *Existing Intersection Delay and Level of Service*. As shown in Table 40, all study area intersections currently operate within acceptable LOS during the peak hours (morning peak hours of 7-9 AM and evening peak hours of 4-6 PM) for existing conditions, except for the following study area intersections that are projected to operate at deficient LOS (E or F):

- No. 3 – Indian Canyon Drive at Dillon Road (AM peak hour)
- No. 14 – Palm Drive at Two Bunch Palms Trail (AM peak hour)

Table 40 Existing Intersection Levels of Service

Study Intersection	Traffic Control ¹	Weekday AM Peak Hour		Weekday PM Peak Hour	
		Delay ²	LOS ³	Delay ²	LOS ³
1. I-10 EB Ramps at Garnet Ave	TS	17.5	B	15.3	B
2. Indian Canyon Dr at Pierson Blvd	AWS	16.8	C	14.1	B
3. Indian Canyon Dr at Dillon Rd	AWS	54.3	F	20.2	C
4. Indian Canyon Dr at 20th Ave	TS	15.1	B	16.2	B
5. Indian Canyon Dr at Garnet Ave	TS	17.3	B	14.7	B
6. I-10 WB Ramps at 20th Ave	TS	24.7	C	23.7	C
7. Little Morongo Rd at Pierson Blvd	AWS	9.6	A	10.0	B
8. Little Morongo Rd at 2 Bunch Palms Tr	AWS	12.6	B	11.1	B
9. Little Morongo Rd at 15th Ave	CSS	13.3	B	13.2	B
10. Little Morongo Rd at Dillon Rd	AWS	11.2	B	11.3	B
11. Atlantic Ave at Dillon Rd	CSS	13.5	B	12.8	B
12. Palm Dr at Hacienda Ave	TS	18.7	B	21.3	C
13. Palm Dr at Ironwood Dr	TS	13.4	B	13.8	B
14. Palm Dr at 2 Bunch Palms Trail	TS	58.7	E	29.6	C
15. Palm Dr at Camino Campanero	TS	13.1	B	11.2	B
16. Palm Dr at Camino Aventura	CSS	22.1	C	27.0	D
17. Palm Dr at Dillon Rd	TS	49.7	D	23.8	C
18. Palm Dr at Varner Rd	TS	8.2	A	5.9	A

Notes:

(1) TS = Traffic Signal; CSS = Cross Street Stop

(2) Delay is shown in seconds/vehicle. For intersections with traffic signal or all way stop control, overall average intersection delay and LOS are shown. For intersections with cross street stop control, Level of Service is based on average delay of the worst individual lane (or

(3) LOS = Level of Service

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Bicycle and Pedestrian Facilities

Currently, bicycle infrastructure is non-existent in the project site nor in the immediate proposed project vicinity. Additionally, sidewalks are not provided on both sides of the street along Little Morongo Road and Dillon Road. Per the City's *General Plan Bike Routes* (shown as Figure 7 in the TIA), a future Multi-Use Path is planned along Little Morongo Road, a Bike Lane is planned along 15th Avenue east of Little Morongo Road and a future Buffered Bike Lane is planned along Dillon Road east of Little Morongo Road.

Transit Services

Per Figure 6, *Existing Transit Routes* of the TIA, there are no currently no transit routes in the immediate proposed project vicinity. SunLine Transit Agency Bus Route 14 runs along Palm Drive. Bus Route 20 runs along Pierson Boulevard from Palm Drive to West Drive and along Palm Drive from Pierson Boulevard to Interstate 10. Bus Route 15 runs along Pierson Boulevard from Palm Drive to West Drive and along Palm Drive from Pierson Boulevard to Two Bunch Palms Trails.

3.17.3 Impacts

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

a. Less than Significant with Mitigation Incorporated.

Trip Generation

Trip generation rates were determined for daily trips, morning peak hour inbound and outbound trips, and evening peak hour inbound and outbound trips for the proposed project. Trip generation rates

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were obtained from the Institute of Transportation Engineers, *Trip Generation Manual*, 10th Edition, 2017. The number of trips forecast to be generated by the proposed project are determined by multiplying the trip generation rates by the land use quantities (i.e., square feet of development). For trip generation of General Light Industrial land uses, the *Truck Trip Generation Study* of the City of Fontana was used. For cannabis activity (Industrial Park) traffic, 5 percent of the vehicle mix is assumed to be 2-axle trucks used for delivery. The proposed project-generated truck trips were converted to PCE. PCE is a metric used to assess the impact of larger vehicles, such as trucks and buses, by converting the traffic volume of larger vehicles to an equivalent number of passenger cars.

For the proposed cannabis activity (including cultivation, extraction, testing, and other related services), the total number of employees is based on one employee per 2,000 SF of building area. This employee-to-square footage ratio is consistent with the operational assumptions of similar cannabis projects. Since cannabis activity will require significantly less employees per SF of building area relative to typical industrial uses, it is more appropriate to forecast proposed project cannabis-related traffic based on number of employees rather than based on building SF of an industrial park.

Table 41, *Total Proposed Project Trip Generation*, shows the proposed project trip generation. As shown in Table 41, development of the proposed project is forecast to generate 3,665 daily PCE trips, including 531 PCE trips during the morning peak hours and 490 PCE trips during the evening peak hours.

Table 41 Proposed Project Trip Generation

Trip Generation Rates										
Proposed Project				AM Peak			PM Peak			Daily
No.	Land Use	Code ¹	Unit ²	In%	Out%	Total	In%	Out%	Total	
1	General Light Industrial	ITE 110	TSF	88%	12%	0.700	13%	87%	0.630	4.960
2	78.60% Passenger Cars (PCE ³ = 1.0)	78.60%	1.0	88%	12%	0.550	13%	87%	0.495	3.899
3	8.00% 2-Axle Trucks (PCE ³ = 1.5)	8.00%	1.5	88%	12%	0.084	13%	87%	0.076	0.595
4	3.90% 3-Axle Trucks (PCE ³ = 2.0)	3.90%	2.0	88%	12%	0.055	13%	87%	0.049	0.387
5	9.50% 4-Axle Trucks (PCE ³ = 3.0)	9.50%	3.0	88%	12%	0.200	13%	87%	0.180	1.414
6	Industrial Park (Cannabis Activity)	ITE 130	EMP	86%	14%	0.440	20%	80%	0.420	2.910
7	95.00% Passenger Cars (PCE ³ = 1.0)	95.00%	1.0	86%	14%	0.418	20%	80%	0.399	2.765
8	5.00% 2-Axle Trucks (PCE ³ = 1.5)	5.00%	1.5	86%	14%	0.033	20%	80%	0.032	0.218

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Trips Generated									
Proposed Project			AM Peak			PM Peak			Daily
No.	Land Use	Quantity ²	In	Out	Total	In	Out	Total	
A	General Light Industrial	364.180 TSF							
	78.60% Passenger Cars (PCE ³ = 1.0)		176	24	200	23	157	180	1,420
	8.00% 2-Axle Trucks (PCE ³ = 1.5)		27	4	31	4	24	28	217
	3.90% 3-Axle Trucks (PCE ³ = 2.0)		17	3	20	2	16	18	141
	9.50% 4-Axle Trucks (PCE ³ = 3.0)								
	Total Trips - General Light Industrial		284	40	324	37	254	291	2,293
B	Industrial Park (Cannabis Activity)	460 EMP ⁴							
	95.00% Passenger Cars (PCE ³ = 1.0)		165	27	192	37	147	184	1,272
	5.00% 2-Axle Trucks (PCE ³ = 1.5)								
	Total Trips - Industrial Park (Cannabis Activity)		178	29	207	40	159	199	1,372
Total Proposed Project Car PCE Trips			341	51	392	60	304	364	2,692
Total Proposed Project Truck PCE Trips			121	18	139	17	109	126	973
Overall Total Proposed Project PCE Trips		1,284.180 TSF	462	69	531	77	413	490	3,665

Notes:

- 1) Generation Study, April 2003. For cannabis activity (Industrial Park) traffic, 5% of the vehicle mix is assumed to be 2-axle trucks used for delivery.
- 2) TSF = Thousand Square Feet; EMP = Employees
- 3) Passenger Car Equivalence (PCE) rate per San Bernardino Association of Governments (SANBAG) guidelines.
- 4) For the proposed cannabis activity (including cultivation, extraction, testing and other support services), the total number of employees is estimated based on one employee per 2,000 square feet of building area. This employee-to-square footage ratio is consistent to other operational assumptions of similar cannabis projects. Since cannabis activity will require significantly less employees per square feet of building area than typical industrial activities, it is more appropriate to forecast the proposed project traffic based on number of employees rather than based on building square footage of an industrial park.

Trip Distribution

The proposed project’s trip distribution patterns are based on review of existing volume data, surrounding land uses, designated truck routes, and the local and regional roadway facilities in the project vicinity. See Figure 11, *Proposed Project Trip Distribution*, of the TIA (Appendix I1) for the forecast directional distributions of the project generated trips.

Ambient Growth Rate

To account for ambient growth on roadways, existing roadway volumes were increased by a growth rate of two percent per year over two years for Opening Year (2021) conditions. This equates to a total growth factor of approximately 1.04. The ambient growth rate was conservatively applied to all movements at the study area intersections.

Other Development Projects

To account for trips generated by future development, trips generated by pending or approved other development projects in the City were added to the study area. Table 3, *Other Development Trip*

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Generation of the TIA (Appendix I1) shows the trip generation summary for the other development projects.

Future Traffic Signal Warrant Analysis

The need for traffic control signals at the unsignalized study area intersections have been evaluated using the California Department of Transportation Warrant 3 Peak Hour traffic signal warrant analysis, as specified in the *California Manual of Uniform Traffic Control Devices* (2014). Traffic signal warrant analysis worksheets are provided in Appendix E of the TIA. Per the TIA, traffic signal warrants are satisfied for the following traffic scenarios/study area intersections:

Existing Plus Project

- No.9 – Little Morongo Road at 15th Avenue

Existing Plus Ambient Plus Project Plus Cumulative

- No.7 – Little Morongo Road at Pierson Boulevard

Future Operational Analysis

To assess future traffic conditions, traffic volume forecast analysis was conducted for each of the traffic scenarios listed above. The opening year for the proposed project for analysis purposes is 2021.

Existing Plus Project

Existing Plus Project traffic volume forecasts were derived by adding the anticipated proposed project generated trips to existing traffic volumes then calculating the intersection delay and LOS. The projected intersection delay and LOS for Existing Plus Project conditions are shown in Table 42, *Existing Plus Project Intersection Delay and Level of Service*. As shown in Table 42, the study area intersections are forecast to operate within acceptable LOS (D or better) during the peak hours for Existing Plus Project traffic conditions, with the exception of the following study intersections that are projected to operate at deficient LOS (E or F):

- No. 3 – Indian Canyon Drive at Dillon Road (AM and PM peak hours)
- No. 9 – Little Morongo Road at 15th Avenue (PM peak hours)
- No. 14 – Palm Drive at Two Bunch Palms Trail (AM peak hours)
- No. 17 – Palm Drive at Dillon Road (AM peak hours)

As such, through implementation of Mitigation Measures TIA-1, the following study area improvements will be constructed to mitigated deficient intersections to an acceptable LOS:

- No. 3 – Indian Canyon Drive at Dillon Road
 - Install traffic signal (signal warrant currently satisfied under Existing conditions)
 - Provide northbound left turn lane
 - Provide southbound left turn lane

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- Provide eastbound left turn lane
- Provide westbound left turn lane
- No. 9 – Little Morongo Road at 15th Avenue
 - Install traffic signal
 - Provide southbound left turn lane
 - Provide westbound left turn lane
 - Provide westbound right turn lane
- No. 14 – Palm Drive at Two Bunch Palms Trail
 - Provide eastbound right-turn overlap phasing
- No. 17 – Palm Drive at Dillon Road
 - Provide eastbound right-turn overlap phasing

Table 42 Existing Plus Project Intersection Levels of Service

Study Intersection	Traffic Control	Weekday AM Peak Hour						Weekday PM Peak Hour					
		Existing Traffic		Future Traffic		Project	Significant Impact?	Existing Traffic		Future Traffic		Project	Significant Impact?
		Delay	LOS3	Delay	LOS3			Delay	LOS3	Delay	LOS3		
1. I-10 EB Ramps at Garnet Ave	TS	17.5	B	18.0	B	+0.5	No	15.3	B	15.4	B	+0.1	No
2. Indian Canyon Dr at Pierson Blvd	AWS	16.8	C	19.2	C	+2.4	No	14.1	B	15.4	C	+1.3	No
3. Indian Canyon Dr at Dillon Rd ●New traffic signal; NB left; SB left; EB left; WB left	AWS	54.3	F	71.1	F	+16.8	Yes	20.2	C	36.7	E	+16.5	Yes
	TS			18.1	A	-36.2	No			31.2	C	+11.0	No
4. Indian Canyon Dr at 20th Ave	TS	15.1	B	15.2	B	+0.1	No	16.2	B	16.3	B	+0.1	No
5. Indian Canyon Dr at Garnet Ave	TS	17.3	B	17.8	B	+0.5	No	14.7	B	14.7	B	-	No
6. I-10 WB Ramps at 20th Ave	TS	24.7	C	25.0	C	+0.3	No	23.7	C	24.1	C	+0.4	No
7. Little Morongo Rd at Pierson Blvd	AWS	9.6	A	10.3	B	+0.7	No	10.0	B	10.7	B	+0.7	No
8. Little Morongo Rd at 2 Bunch Palms Tr	AWS	12.6	B	17.6	C	+5.0	No	11.1	B	14.8	B	+3.7	No
9. Little Morongo Rd at 15th Ave ●New traffic signal; SB left; WB left; WB right	CSS	13.3	B	31.7	D	+18.4	No	13.2	B	75.2	F	+62.0	Yes
	TS			5.0	A	-8.3	No			14.2	B	+1.0	No
10. Little Morongo Rd at Dillon Rd	AWS	11.2	B	17.9	C	+6.7	No	11.3	B	23.0	C	+11.7	No
11. Atlantic Ave at Dillon Rd	CSS	13.5	B	15.6	C	+2.1	No	12.8	B	14.6	B	+1.8	No
12. Palm Dr at Hacienda Ave	TS	18.7	B	19.1	B	+0.4	No	21.3	C	21.6	C	+0.3	No
13. Palm Dr at Ironwood Dr	TS	13.4	B	14.1	B	+0.7	No	13.8	B	14.1	B	+0.3	No
14. Palm Dr at 2 Bunch Palms Trail ●EB right-turn overlap phasing	TS	58.7	E	59.1	E	+0.4	Yes	29.6	C	30.3	C	+0.7	No
	TS			33.5	C	-25.2	No			26.2	C	-3.4	No
15. Palm Dr at Camino Campanero	TS	13.1	B	13.2	B	+0.1	No	11.2	B	11.2	B	-	No
16. Palm Dr at Camino Aventura	CSS	22.1	C	24.1	C	+2.0	No	27.0	D	28.3	D	+1.3	No
17. Palm Dr at Dillon Rd ●EB right-turn overlap phasing	TS	49.7	D	59.4	E	+9.7	Yes	23.8	C	25.8	C	+2.0	No
	TS			36.9	D	-12.8	No			25.1	C	+1.3	No
18. Palm Dr at Varner Rd	TS	8.2	A	9.6	A	+1.4	No	5.9	A	6.8	A	+0.9	No

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Existing Plus Ambient (2021) Plus Project

To develop Existing Plus Ambient (2021) Plus Project traffic volume forecasts, Existing Plus Project traffic volumes were combined with ambient growth to 2021.

The projected intersection delay and LOS for Existing Plus Project conditions are shown in Table 43, *Existing Plus Ambient Plus Project Intersection Delay and Level of Service*. As shown in Table 43, the study area intersections are forecast to operate within acceptable LOS (D or better) during the peak hours for Existing Plus Ambient (2021) Project traffic conditions, with the exception of the following study intersections that are projected to operate at deficient LOS (E or F):

- No. 3 – Indian Canyon Drive at Dillon Road (AM and PM peak hours)
- No. 9 – Little Morongo Road at 15th Avenue (PM peak hours)
- No. 14 – Palm Drive at Two Bunch Palms Trail (AM peak hours)
- No. 17 – Palm Drive at Dillon Road (AM peak hours)

As such, through implementation of Mitigation Measures TIA-2, the following study area improvements will be constructed to mitigated deficient intersections to an acceptable LOS:

- No. 3 – Indian Canyon Drive at Dillon Road
 - Install traffic signal (signal warrant currently satisfied under Existing conditions)
 - Provide northbound left turn lane
 - Provide southbound left turn lane
 - Provide eastbound left turn lane
 - Provide westbound left turn lane
- No. 9 – Little Morongo Road at 15th Avenue
 - Install traffic signal
 - Provide southbound left turn lane
 - Provide westbound left turn lane
 - Provide westbound right turn lane
- No. 14 – Palm Drive at Two Bunch Palms Trail
 - Provide eastbound right turn overlap phasing
- No. 17 – Palm Drive at Dillon Road
 - Provide eastbound right turn overlap phasing

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Table 43 Existing Plus Ambient Plus Project Intersection Levels of Service

Study Intersection	Traffic	Weekday AM Peak Hour						Weekday PM Peak Hour					
		Existing Traffic		Future Traffic		Delay	Significant Impact?	Existing Traffic		Future Traffic		Delay	Significant Impact?
		Delay	LOS3	Delay	LOS3			Delay	LOS3	Delay	LOS3		
1. I-10 EB Ramps at Garnet Ave	TS	17.5	B	18.2	B	+0.7	No	15.3	B	15.5	B	+0.2	No
2. Indian Canyon Dr at Pierson Blvd	AWS	16.8	C	21.4	C	+4.6	No	14.1	B	16.5	C	+2.4	No
3. Indian Canyon Dr at Dillon Rd •New traffic signal; NB left; SB left; EB left; WB left	AWS	54.3	F	81.6	F	+27.3	Yes	20.2	C	43.8	E	+23.6	Yes
	TS			33.0	C	-21.3	No			33.4	C	+13.2	No
4. Indian Canyon Dr at 20th Ave	TS	15.1	B	15.4	B	+0.3	No	16.2	B	16.5	B	+0.3	No
5. Indian Canyon Dr at Garnet Ave	TS	17.3	B	18.1	B	+0.8	No	14.7	B	14.8	B	+0.1	No
6. I-10 WB Ramps at 20th Ave	TS	24.7	C	25.3	C	+0.6	No	23.7	C	24.3	C	+0.6	No
7. Little Morongo Rd at Pierson Blvd	AWS	9.6	A	10.5	B	+0.9	No	10.0	B	11.0	B	+1.0	No
8. Little Morongo Rd at 2 Bunch Palms Tr	AWS	12.6	B	18.9	C	+6.3	No	11.1	B	15.8	C	+4.7	No
9. Little Morongo Rd at 15th Ave •New traffic signal; SB left; WB left; WB right	CSS	13.3	B	33.2	D	+19.9	No	13.2	B	85.1	F	+71.9	Yes
	TS			5.0	A	-8.3	No			14.2	B	+1.0	No
10. Little Morongo Rd at Dillon Rd	AWS	11.2	B	19.1	C	+7.9	No	11.3	B	24.6	C	+13.3	No
11. Atlantic Ave at Dillon Rd	CSS	13.5	B	16.0	C	+2.5	No	12.8	B	14.9	B	+2.1	No
12. Palm Dr at Hacienda Ave	TS	18.7	B	19.4	B	+0.7	No	21.3	C	22.2	C	+0.9	No
13. Palm Dr at Ironwood Dr	TS	13.4	B	14.4	B	+1.0	No	13.8	B	14.4	B	+0.6	No
14. Palm Dr at 2 Bunch Palms Trail •EB right-turn overlap phasing	TS	58.7	E	67.5	E	+8.8	Yes	29.6	C	32.5	C	+2.9	No
	TS			36.6	D	-22.1	No			27.5	C	-2.1	No
15. Palm Dr at Camino Campanero	TS	13.1	B	13.9	B	+0.8	No	11.2	B	11.9	B	+0.7	No
16. Palm Dr at Camino Aventura	CSS	22.1	C	25.6	D	+3.5	No	27.0	D	30.4	D	+3.4	No
17. Palm Dr at Dillon Rd •EB right-turn overlap phasing	TS	49.7	D	68.4	E	+18.7	Yes	23.8	C	27.2	C	+3.4	No
	TS			41.6	D	-8.1	No			26.3	C	+2.5	No
18. Palm Dr at Varner Rd	TS	8.2	A	10.6	B	+2.4	No	5.9	A	7.0	A	+1.1	No

Notes:

(1) TS = Traffic Signal; CSS = Cross Street Stop

(2) Delay is shown in seconds/vehicle. For intersections with traffic signal or all way stop control, overall average intersection delay and LOS are shown. For intersections with cross street stop control, Level of Service is based on average delay of the worst individual lane (or movements sharing

(3) LOS = Level of Service

Existing Plus Ambient (2021) Plus Project Plus Cumulative

Existing Plus Ambient (2021) Plus Project Plus Cumulative traffic volume forecasts were developed by adding projected trips by the other developments to the Existing Plus Ambient (2021) Plus Project traffic forecast.

The projected intersection delay and LOS for Existing Plus Project conditions are shown in Table 44, *Existing Plus Ambient Plus Project Plus Cumulative Intersection Delay and Level of Service*. As shown in Table 44, the study area intersections are forecast to operate within acceptable LOS (D or better) during the peak hours for Existing Plus Ambient (2021) Project Plus Cumulative traffic conditions, with

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the exception of the following study intersections that are projected to operate at deficient LOS (E or F):

- No.2 – Indian Canyon Drive at Pierson Boulevard (AM and PM peak hours)
- No. 3 – Indian Canyon Drive at Dillon Road (AM and PM peak hours)
- No. 7 – Little Morongo Road at Pierson Boulevard (AM and PM peak hours)
- No. 8 – Little Morongo Road at Two Bunch Palms Trail (AM and PM peak hours)
- No. 9 – Little Morongo Road at 15th Avenue (AM and PM peak hours)
- No. 10 – Little Morongo Road at Dillon Road (AM and PM peak hours)
- No. 11 – Atlantic Avenue at Dillon Road (AM and PM peak hours)
- No. 14 – Palm Drive at Two Bunch Palms Trail (AM and PM peak hours)
- No. 16 – Palm Drive at Camino Aventura (AM and PM peak hours)
- No. 17 – Palm Drive at Dillon Road (AM and PM peak hours)

As such, through implementation of Mitigation Measures TIA-3, the following study area improvements will be constructed to mitigated deficient intersections to an acceptable LOS:

- No.2 – Indian Canyon Drive at Pierson Boulevard
 - Install traffic signal (signal warrant currently satisfied under Existing conditions)
 - Provide northbound left turn lane
 - Provide southbound left turn lane
 - Provide eastbound left turn lane
 - Provide westbound left turn lane
- No. 3 – Indian Canyon Drive at Dillon Road
 - Install traffic signal (signal warrant currently satisfied under Existing conditions)
 - Provide northbound left turn lane
 - Provide northbound right turn lane with overlap phasing
 - Provide southbound left turn lane
 - Provide southbound right turn lane
 - Provide eastbound left turn lane
 - Provide eastbound right turn lane
 - Provide two westbound left turn lanes
- No. 7 – Little Morongo Road at Pierson Boulevard
 - Install traffic signal
 - Provide northbound left turn lane
 - Provide southbound left turn lane
 - Provide eastbound left turn lane
 - Provide westbound left turn lane
- No. 8 – Little Morongo Road at Two Bunch Palms Trail

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- Install traffic signal (signal warrant currently satisfied under Existing conditions)
- Provide northbound left turn lane
- Provide northbound right turn lane
- Provide southbound left turn lane
- Provide eastbound left turn lane
- Provide two westbound left turn lanes
- No. 9 – Little Morongo Road at 15th Avenue
 - Install traffic signal
 - Provide southbound left turn lane
 - Provide westbound left turn lane
 - Provide westbound right turn lane
 - Provide second northbound through lane
- No. 10 – Little Morongo Road at Dillon Road
 - Install traffic signal (signal warrant currently satisfied under Existing conditions)
 - Provide northbound left turn lane
 - Provide southbound left turn lane
 - Provide second eastbound left turn lane
 - Provide westbound right turn lane
- No. 11 – Atlantic Avenue at Dillon Road
 - Restrict southbound left turn
- No. 14 – Palm Drive at Two Bunch Palms Trail
 - Provide second northbound left turn lane
 - Provide third southbound through lane
 - Provide eastbound right turn overlap phasing
- No. 16 – Palm Drive at Camino Aventura
 - Install traffic signal (signal warrant currently satisfied under Existing conditions)
- No. 17 – Palm Drive at Dillon Road
 - Provide third southbound through lane
 - Provide southbound right turn overlap phasing
 - Provide eastbound right turn overlap phasing

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Table 44 Existing Plus Ambient Plus Project Plus Cumulative Intersection Levels of Service

Study Intersection	Traffic Control	Weekday AM Peak Hour						Weekday PM Peak Hour					
		Existing Traffic		Future Traffic		Cumulative Change	Significant Impact?	Existing Traffic		Future Traffic		Cumulative Change	Significant Impact?
		Delay	LOS3	Delay2	LOS3			Delay	LOS3	Delay2	LOS3		
1. I-10 EB Ramps at Garnet Ave	TS	17.5	B	18.4	B	+0.9	No	15.3	B	16.0	B	+0.7	No
2. Indian Canyon Dr at Pierson Blvd •New traffic signal; NB left; SB left; EB left; WB left	AWS	16.8	C	165.0	F	+148.2	Yes	14.1	B	53.4	F	+39.3	Yes
	TS			17.5	B	+0.7	No			13.4	B	-0.7	No
3. Indian Canyon Dr at Dillon Rd •New traffic signal; NB left; NB right with overlap phasing; SB left; SB right; EB left; EB right; WB left	AWS	54.3	F	509.8	F	+455.5	Yes	20.2	C	345.0	F	+324.8	Yes
	TS			42.3	D	-12.0	No			24.3	C	+4.1	No
4. Indian Canyon Dr at 20th Ave	TS	15.1	B	18.3	B	+3.2	No	16.2	B	16.8	B	+0.6	No
5. Indian Canyon Dr at Garnet Ave	TS	17.3	B	22.4	C	+5.1	No	14.7	B	15.7	C	+1.0	No
6. I-10 WB Ramps at 20th Ave	TS	24.7	C	26.0	C	+1.3	No	23.7	C	24.7	C	+1.0	No
7. Little Morongo Rd at Pierson Blvd •New traffic signal; NB left; SB left; EB left; WB left	AWS	9.6	A	74.8	F	+65.2	Yes	10.0	B	44.5	E	+34.5	Yes
	TS			15.9	B	+6.3	No			13.6	B	+3.6	No
8. Little Morongo Rd at 2 Bunch Palms Tr •New traffic signal; NB left; NB right; SB left; EB left; 2 WB left	AWS	12.6	B	331.0	F	+318.4	Yes	11.1	B	213.4	F	+202.3	Yes
	TS			27.2	C	+14.6	No			18.1	B	+7.0	No
9. Little Morongo Rd at 15th Ave •New traffic signal; SB left; WB left; WB right; 2nd NB thru	CSS	13.3	B	495.0	F	+481.7	Yes	13.2	B	538.8	F	+525.6	Yes
	TS			4.4	A	-8.0	No			12.7	B	-0.5	No
10. Little Morongo Rd at Dillon Rd •New traffic signal; NB left; SB left; 2nd EB left; WB right	AWS	11.2	B	312.2	F	+301.0	Yes	11.3	B	312.3	F	+301.0	Yes
	TS			54.9	D	+43.7	No			48.7	D	+37.4	No
11. Atlantic Ave at Dillon Rd •Restrict SB left turn	CSS	13.5	B	42.2	E	+28.7	Yes	12.8	B	36.8	E	+24.0	Yes
	CSS			19.9	C	+6.4	No			12.5	B	-0.3	No
12. Palm Dr at Hacienda Ave	TS	18.7	B	24.4	C	+5.7	No	21.3	C	28.6	C	+7.3	No
13. Palm Dr at Ironwood Dr	TS	13.4	B	22.4	C	+9.0	No	13.8	B	18.2	B	+4.4	No
14. Palm Dr at 2 Bunch Palms Trail •2nd NB left; 3rd SB thru; EB right-turn overlap phasing	TS	58.7	E	145.3	F	+86.6	Yes	29.6	C	73.0	E	+43.4	Yes
	TS			44.1	D	-14.6	No			41.5	D	+11.9	No
15. Palm Dr at Camino Campanero	TS	13.1	B	22.0	C	+8.9	No	11.2	B	20.1	C	+8.9	No
16. Palm Dr at Camino Aventura •New traffic signal	CSS	22.1	C	70.6	F	+48.5	Yes	27.0	D	65.0	F	+38.0	Yes
	TS			10.8	B	-11.3	No			9.9	A	-17.1	No
17. Palm Dr at Dillon Rd •3rd SB thru; SB right-turn overlap phasing; EB right-turn overlap phasing	TS	49.7	D	102.6	F	+52.9	Yes	23.8	C	55.3	E	+31.5	Yes
	TS			53.8	D	+4.1	No			51.3	D	+27.5	No
18. Palm Dr at Varner Rd	TS	8.2	A	48.3	D	+40.1	No	5.9	A	13.3	B	+7.4	No

Notes:

(1) TS = Traffic Signal; CSS = Cross Street Stop

(2) Delay is shown in seconds/vehicle. For intersections with traffic signal or all way stop control, overall average intersection delay and LOS are shown. For intersections with cross street stop control, Level of Service is based on average delay of the worst individual lane (or movements sharing a lane).

(3) LOS = Level of Service

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Since the proposed project would result in a degradation of LOS for the already deficient study area intersections under Existing conditions, the Applicant would pay its fair share of associated improvement fees to an applicable program for the required mitigation measure improvements describe above. The proposed project’s share of cost has been based on the proportion of proposed project peak hour intersection movement volumes contributed to the improvement location relative to the total new peak hour Existing Plus Ambient (2021) Plus Project Plus Cumulative intersection turning movement volumes.

Table 45, *Project Fair Share Intersections Traffic Contribution* provides a summary of improvement costs and the proposed project’s cost shares at the study area intersections for Existing Plus Ambient (2021) Plus Project Plus Cumulative traffic conditions. The intersection fair share cost calculations are typically based on the higher of the weekday morning and weekday evening peak hour traffic volumes. As shown in Table 45, the proposed project’s fair share percentages of identified impacted intersections are approximately 6.5 percent to 46.9 percent. Please note, the fair share calculations are intended only for the discussion purposes of the TIA and this study, and do not imply any legal responsibility or formula for contributions or mitigation. As such, Mitigation Measure TIA-4 will be implemented to ensure that the proposed proponent will contribute through the fair share basis through the City’s Development Impact Fee Circulation Systems Streets, Traffic Signals, and Bridges Program.

With implementation of Mitigation Measures TIA-1 through TIA-4, transportation-related impacts associated with LOS as a result of development of the proposed project would be reduced to a less than significant level; therefore, the proposed project would not conflict with a plan, ordinance or policy addressing the circulation system.

Table 45 Project Fair Share Intersection Traffic Contribution

Intersection	Peak Hour	Intersection Turning Movement Volumes				Project % of New Traffic
		Existing	Existing Plus Ambient Plus Cumulative Plus Project	Project	Total New	
2. Indian Canyon Dr at Pierson Blvd	AM	900	1,618	52	718	7.2%
	PM	982	1,497	50	515	9.7%
3. Indian Canyon Dr at Dillon Rd	AM	1,339	3,236	207	1,897	10.9%
	PM	1,357	2,879	191	1,522	12.5%
7. Little Morongo Rd at Pierson Blvd	AM	578	1,485	84	907	9.3%
	PM	727	1,397	80	670	11.9%
8. Little Morongo Rd at 2 Bunch Palms Tr	AM	762	2,298	162	1,536	10.5%
	PM	760	1,839	153	1,079	14.2%
9. Little Morongo Rd at 15th Ave	AM	618	2,020	528	1,402	37.7%
	PM	610	1,655	490	1,045	46.9%

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Intersection	Peak Hour	Intersection Turning Movement Volumes				Project % of New Traffic
		Existing	Existing Plus Ambient Plus Cumulative Plus Project	Project	Total New	
10. Little Morongo Rd at Dillon Rd	AM	699	2,770	366	2,071	17.7%
	PM	805	2,473	337	1,668	20.2%
11. Atlantic Ave at Dillon Rd	AM	645	1,661	159	1,016	15.6%
	PM	556	1,492	146	936	15.6%
14. Palm Dr at 2 Bunch Palms Trail	AM	3,034	4,405	104	1,371	7.6%
	PM	3,138	4,619	98	1,481	6.6%
16. Palm Dr at Camino Aventura	AM	2,110	3,007	58	897	6.5%
	PM	2,342	3,362	53	1,020	5.2%
17. Palm Dr at Dillon Rd	AM	2,954	4,325	159	1,371	11.6%
	PM	3,209	4,523	146	1,314	11.1%

Public and Non-Vehicular Transportation

The proposed project would develop the subject property with industrial land uses, which is a land use not likely to attract large volumes of pedestrian, bicycle, or transit traffic. Regardless, the proposed project is designed to comply with all applicable City of Desert Hot Springs transportation plans and policies.

Public transit in the project area is provided by SunLine Transit Agency. There are no existing SunLine Transit Agency routes that operate along roads that abut the project site and there are no other public transit services in the vicinity of the project site under existing conditions. Accordingly, implementation of the project would not conflict with local public transit service.

As demonstrated by the foregoing analysis, the proposed project would not conflict with adopted policies, plans or programs related to alternative transportation, or otherwise substantially decrease the performance or safety of such facilities, and a less-than-significant impact would occur.

- b. **Less Than Significant Impact.** In accordance with Riverside County TA Guidelines, a vehicle miles travelled (VMT) impact for office and other employment land uses is considered significant if the project VMT exceeds the existing county-wide average work VMT per employee.

The Riverside County TA Guidelines identify the following seven screening criteria to determine if a presumption of a non-significant transportation impact can be made based on the facts of the project:

- Small Projects
- Projects Near High Quality Transit

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- Local-Serving Retail
- Affordable Housing
- Local Essential Service
- Map-Based Screening
- Redevelopment Projects

The OPR Technical Advisory provides guidance indicating that residential and office projects located in areas with low VMT and that exhibit similar VMT-related features (e.g., density, mix of uses, transit accessibility), will typically exhibit similarly low VMT. Identifying low VMT areas requires maps to be created using VMT data from travel surveys or a travel demand model that illustrate areas that are below the established VMT threshold.

Since the County of Riverside has not developed low VMT screening maps at this time and the Western Riverside Council of Governments (WRCOG) VMT Screening Tool does not cover the Coachella Valley, existing VMT for the traffic analysis zone (TAZ) containing the project was compared to the thresholds established by the County of Riverside using the Riverside Transportation Analysis Model (RIVTAM) base year 2012 model.

VMT data from the RIVTAM base year 2012 model was extracted by AFSHA Consulting, Inc. in accordance with the VMT analysis methodology contained in Appendix E of the Riverside County TA guidelines, including adjustments for trips outside the County by using the average lengths provided by the County. In accordance with Riverside County TA Guidelines, work VMT is derived from commute trips represented by the attraction trips the model. Since the RIVTAM model runs produced a county-wide VMT per employee value slightly lower than the 14.2 VMT per employee as noted in the Riverside County TA Guidelines, the initial model outputs were factored by 1.034 to provide a consistent analysis. TAZ and model output summaries are provided Attachment B of the Appendix I2 (Ganddini, 2020).

The project site is located in TAZ 4522, which generates approximately 10.14 work VMT per employee. Comparatively, the existing County of Riverside threshold is 14.2 work VMT per employee. Furthermore, the proposed project is consistent with the existing Industrial/Industrial Cannabis Overlay land use designations in the City of Desert Hot Springs General Plan. Therefore, the proposed project is located in a low VMT area for employment-based land uses and may be presumed to result in a less than significant VMT impact based on County-established thresholds (Ganddini, 2020).

Since the project site is located in a low VMT area, the VMT impact is considered less than significant.

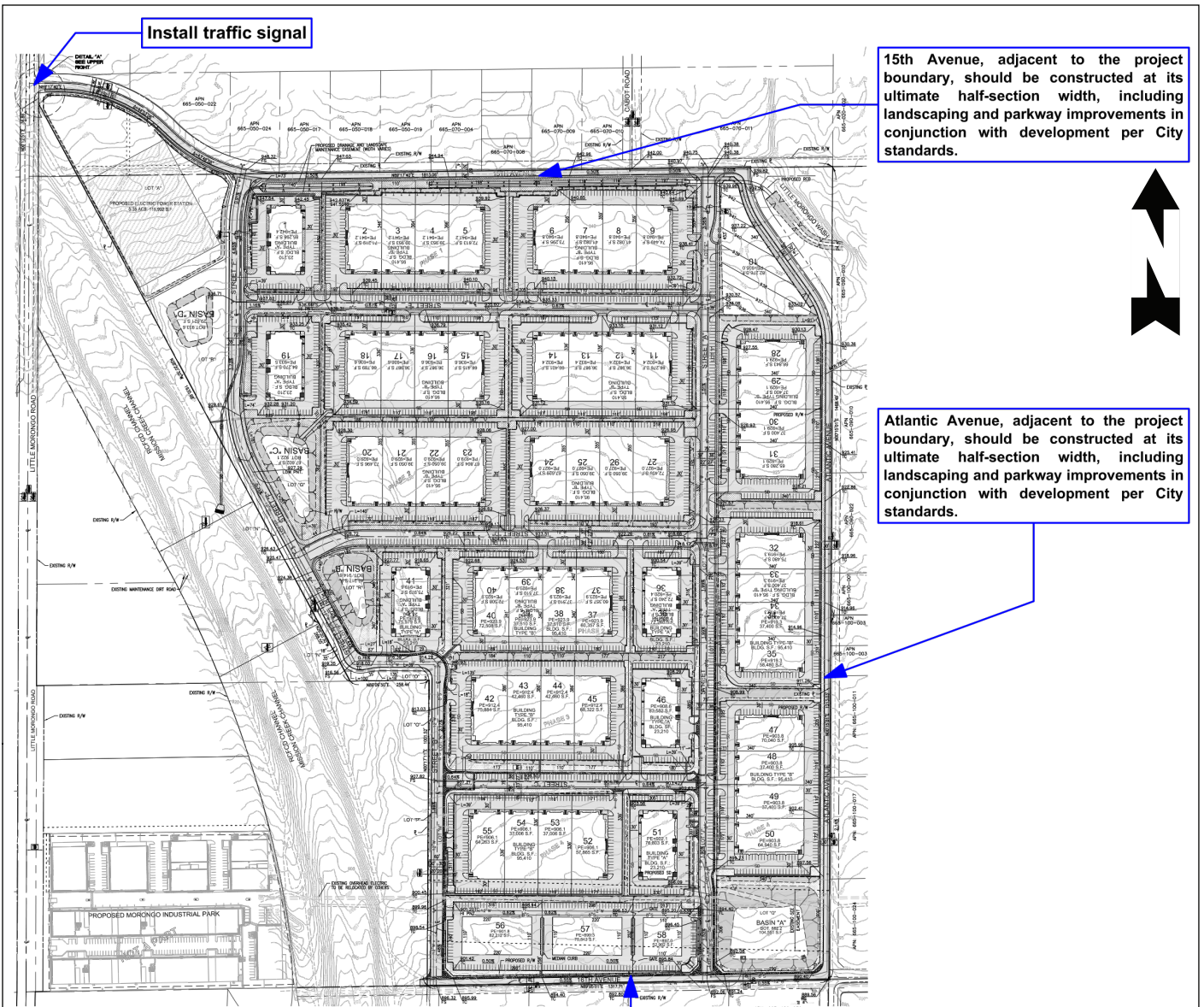
- c. **Less than Significant.** The proposed project is located in an undeveloped area where streets and curb have not been developed with the exception of Little Morongo Road. As such, to adequately accommodate build-out of the proposed project, proposed project design features

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and recommendations related to circulation recommended within the TIA would be implemented. The proposed project design features and recommendations are described below and shown in Exhibit 3.17-2, *Circulation Recommendations*.

- 15th Avenue, adjacent to the northern project site boundary, would be constructed at its ultimate half-section width, including landscaping and parkway improvements in conjunction with development per City's standards.
- 16th Avenue, adjacent to the southern project site boundary, would be constructed at its ultimate half-section width, including landscaping and parkway improvements in conjunction with development per City's standards.
- Atlantic Avenue, adjacent to the eastern project site boundary, would be constructed at its ultimate half-section width, including landscaping and parkway improvements in conjunction with development per City's standards.
- The proposed project would provide a secondary emergency-only access to the south of the project site to Atlantic Avenue.
- Install a traffic signal at the intersection of Little Morongo Road and 15th Street.
- All roadway design, traffic signing and striping, and traffic control improvements relating to the proposed project would be constructed in accordance with applicable engineering standards and to the satisfaction of the City.
- Site-adjacent roadways would be constructed or repaired at their ultimate half-section width, including landscaping and parkway improvements in conjunction with development, or as otherwise required by the City.
- Onsite traffic signing and striping plans will be submitted for City's approval in conjunction with detailed construction plans for the proposed projects.
- The final grading, landscaping, and street improvement plans will demonstrate that sight distance standards are met in accordance with applicable City/California Department of Transportation sight distance standards.

The above-described proposed project design features set forth in the TIA would ensure that the proposed project would be consistent with City guidelines. The City's review of the proposed project would analyze design features and proposed project access to ensure they are consistent with City guidelines and do not pose hazards to the public. Therefore, development of the proposed project would not substantially increase hazards due to geometric design or incompatible uses. Impacts would be less than significant.



The project should provide a secondary emergency-only access to the south of the project site to Atlantic Avenue.

All roadway design, traffic signing and striping, and traffic control improvements relating to the proposed project should be constructed in accordance with applicable engineering standards and to the satisfaction of the City of Desert Hot Springs.

Site-adjacent roadways should be constructed or repaired at their ultimate half-section width, including landscaping and parkway improvements in conjunction with development, or as otherwise required by the City of Desert Hot Springs.

Source: Gandini, 2019

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- d. **Less than Significant.** As shown in Exhibit 2-5, buildings developed at the project site would be readily accessible to emergency vehicles with drive aisles and adequate space between buildings in compliance with the Riverside County Fire Department Fire Code. Secondary emergency-only access would be provided through Atlantic Avenue to Dillon Road via an emergency-only access point at the southern end of Street "A" at the southeastern frontage of the project site. Furthermore, emergency access features will be consistent with applicable City guidelines. Therefore, impacts would be less than significant.

3.17.4 Mitigation Measures

Offsite Intersection Improvements

The proposed project will construct the following offsite intersections improvements to achieve acceptable LOS during peak hours for the impacted study area intersections for Existing Plus Project and Existing Plus Ambient (2021) Plus Project traffic conditions:

TIA-1 Existing Plus Project Offsite Improvements

- No. 3 – Indian Canyon Drive at Dillon Road
 - Install traffic signal (signal warrant currently satisfied under Existing conditions)
 - Provide northbound left turn lane
 - Provide southbound left turn lane
 - Provide eastbound left turn lane
 - Provide westbound left turn lane
- No. 9 – Little Morongo Road at 15th Avenue
 - Install traffic signal
 - Provide southbound left turn lane
 - Provide westbound left turn lane
 - Provide westbound right turn lane
- No. 14 – Palm Drive at Two Bunch Palms Trail
 - Provide eastbound right-turn overlap phasing
- No. 17 – Palm Drive at Dillon Road
 - Provide eastbound right-turn overlap phasing

TIA-2 Existing Plus Ambient (2021) Plus Project Offsite Improvements

- No. 3 – Indian Canyon Drive at Dillon Road
 - Install traffic signal (signal warrant currently satisfied under Existing conditions)
 - Provide northbound left turn lane
 - Provide southbound left turn lane
 - Provide eastbound left turn lane
 - Provide westbound left turn lane

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- No. 9 – Little Morongo Road at 15th Avenue
 - Install traffic signal
 - Provide southbound left turn lane
 - Provide westbound left turn lane
 - Provide westbound right turn lane
- No. 14 – Palm Drive at Two Bunch Palms Trail
 - Provide eastbound right turn overlap phasing
- No. 17 – Palm Drive at Dillon Road
 - Provide eastbound right turn overlap phasing

TIA-3 Existing Plus Ambient (2021) Plus Project Plus Cumulative Offsite Improvements

- No.2 – Indian Canyon Drive at Pierson Boulevard
 - Install traffic signal (signal warrant currently satisfied under Existing conditions)
 - Provide northbound left turn lane
 - Provide southbound left turn lane
 - Provide eastbound left turn lane
 - Provide westbound left turn lane
- No. 3 – Indian Canyon Drive at Dillon Road
 - Install traffic signal (signal warrant currently satisfied under Existing conditions)
 - Provide northbound left turn lane
 - Provide northbound right turn lane with overlap phasing
 - Provide southbound left turn lane
 - Provide southbound right turn lane
 - Provide eastbound left turn lane
 - Provide eastbound right turn lane
 - Provide two westbound left turn lanes
- No. 7 – Little Morongo Road at Pierson Boulevard
 - Install traffic signal
 - Provide northbound left turn lane
 - Provide southbound left turn lane
 - Provide eastbound left turn lane
 - Provide westbound left turn lane
- No. 8 – Little Morongo Road at Two Bunch Palms Trail
 - Install traffic signal (signal warrant currently satisfied under Existing conditions)
 - Provide northbound left turn lane
 - Provide northbound right turn lane
 - Provide southbound left turn lane
 - Provide eastbound left turn lane

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- Provide two westbound left turn lanes
- No. 9 – Little Morongo Road at 15th Avenue
 - Install traffic signal
 - Provide southbound left turn lane
 - Provide westbound left turn lane
 - Provide westbound right turn lane
 - Provide second northbound through lane
- No. 10 – Little Morongo Road at Dillon Road
 - Install traffic signal (signal warrant currently satisfied under Existing conditions)
 - Provide northbound left turn lane
 - Provide southbound left turn lane
 - Provide second eastbound left turn lane
 - Provide westbound right turn lane
- No. 11 – Atlantic Avenue at Dillon Road
 - Restrict southbound left turn
- No. 14 – Palm Drive at Two Bunch Palms Trail
 - Provide second northbound left turn lane
 - Provide third southbound through lane
 - Provide eastbound right turn overlap phasing
- No. 16 – Palm Drive at Camino Aventura
 - Install traffic signal (signal warrant currently satisfied under Existing conditions)
- No. 17 – Palm Drive at Dillon Road
 - Provide third southbound through lane
 - Provide southbound right turn overlap phasing
 - Provide eastbound right turn overlap phasing

TIA-4 The proposed project proponent will contribute on a fair share basis through the City's Development Impact Fee Circulation Systems Streets, Traffic Signals, and Bridges Program, or in dollar equivalent in lieu mitigation contributions, in the implementation of recommended improvements.

3.17.5 Level of Significance After Mitigation

Following implementation of Mitigation Measures TIA-1 through TIA-4, proposed impacts to transportation would be reduced to less than significant level.

3.18 Tribal Cultural Resources

3.18.1 Sources

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

- *Update to Phase I Cultural Resources Survey*, CRM Tech, June 14, 2018 (Appendix D).
- Soboba Standard Tribal Conditions (Appendix K).
- Consultation Summary (Appendix L).

3.18.2 Environmental Setting

The Coachella Valley is a historical center of Native American settlement, where U.S. surveyors noted large numbers of Indian villages and rancherías, occupied by the Cahuilla people, in the mid-19th century. The Cahuilla, a Takic-speaking people of hunters and gatherers, are generally divided by anthropologists into three groups, according to their geographic setting: the Pass Cahuilla of the San Gorgonio Pass-Palm Springs area, the Mountain Cahuilla of the San Jacinto and Santa Rosa Mountains and the Cahuilla Valley, and the Desert Cahuilla of the eastern Coachella Valley.

The Cahuilla did not have a single name that referred to an all-inclusive tribal affiliation. Instead, membership was in terms of lineages or clans. Each lineage or clan belonged to one of two main divisions of the people, known as moieties. Members of clans in one moiety had to marry into clans from the other moiety. Individual clans had villages, or central places, and territories they called their own, for purposes of hunting game, gathering food or utilizing other necessary resources. They interacted with other clans through trade, intermarriage, and ceremonies.

Population data prior to European contact are almost impossible to obtain, but estimates range from 3,600 to as high as 10,000 persons. During the 19th century, however, the Cahuilla population was decimated as a result of European diseases, most notably smallpox, for which the Native peoples had no immunity. Today, Native Americans of Pass or Desert Cahuilla heritage are mostly affiliated with one or more of the Indian reservations in and near the Coachella Valley, including Torres Martinez, Augustine, Agua Caliente, Cabazon, and Morongo.

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3.18.3 Impacts

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
TRIBL CULTURAL RESOURCES – Would the project:				
a) 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:				
i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a.i. Less than Significant. The project site does not contain any structures 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). Additionally, it is not anticipated that significant tribal cultural resources are on site; however, because resources are often buried and not easily identifiable, the proposed project will be subject to the standard condition of approval that any tribal cultural resources identified during proposed project construction will be halted and an archaeologist must be available to evaluate the find.

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Additionally, if human remains are encountered, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner and the Desert Hot Springs Police Department has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. The County Coroner must be notified of the find immediately. If the remains are determined to be Native American, the County Coroner will notify the Native American Heritage Commission (NAHC), which will determine and notify a Most Likely Descendant (MLD). With the permission of the landowner or his/her authorized representative, the MLD may inspect the site of the discovery. The MLD shall complete the inspection within 48 hours of notification by the NAHC. The MLD may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials. Impacts will be less than significant.

- a.ii. Less than Significant with Mitigation Incorporated.** The project site is located within an area that was traditionally occupied by the Cahuilla people. The project site is not located on reservation land of the Agua Caliente Band of Cahuilla Indians but is within the tribe's Traditional Use Area. In addition, the project site is not located within an area of known for historic archaeological sites. However, due to the site being located within an area traditionally used by the Cahuilla people, incorporation of mitigation measure TBL-1 and TBL-2 as conditioned by the City would reduce impacts to less than significant. Furthermore, on May 6, 2020, the City sent Assembly Bill (AB 52) Tribal Consultation notification letters to thirteen (13) Native American tribal governments or designated tribal representatives via certified mail. Of the thirteen sent letters, the City received two responses from the Agua Caliente Band of Cahuilla Indians and Soboba Band of Luiseño Indians requesting consultation. Implementation of TBL-1 and TBL-2 would ensure consultation with both Native American Tribe's prior to any ground disturbing activities. Therefore, this impact is considered less than significant with mitigation incorporated.

3.18.4 Mitigation Measures

The following mitigation measures has been conditioned by the City regarding Tribal Cultural Resources:

- TBL-1 Prior to grading permit issuance:** If there are any changes to project site design and/or proposed grades, the Applicant shall contact the consulting tribes to provide an electronic copy of the revised plans for review. Additional consultation shall occur between the City, Applicant, and consulting tribes to discuss the proposed changes and to review any new impacts and/or potential avoidance/preservation of the cultural resources on the proposed project. The Applicant will make all attempts to avoid and/or preserve in place as many as possible of the cultural resources located on the project site if the site design and/or proposed grades should be revised in consult with the City. In specific circumstances where existing

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and/or new resources are determined to be unavoidable and/or unable to be preserved in place despite all feasible alternatives, the developer shall make every effort to relocate the resource to a nearby open space or designated location on the property that is not subject any future development, erosion or flooding.

Tribal Monitoring: The Developer, the City, Agua Caliente Tribe of Cahuilla Indians, and the Soboba Band of Luiseño Indians shall develop Tribal Monitoring plan to address details, timing and responsibilities of all monitoring activities that will occur at the project site, when it is determined by either the City or the consulting tribe(s) to be necessary. Details of the plan may include:

- a) Proposed project grading and development scheduling;
- b) The development of a rotating or simultaneous schedule in coordination with the applicant and the designated Tribal Monitors from the Agua Caliente Tribe of Cahuilla Indians, and the Soboba Band of Luiseño Indians during grading, excavation and ground disturbing activities on the site: including the scheduling, safety requirements, duties, scope of work, and Native American Tribal Monitors' authority to stop and redirect grading activities in coordination with all Tribal Representatives;
- c) The protocols and stipulations that the Developer, the City, the consulting tribes will follow in the event of inadvertent tribal/cultural resources discoveries, including any newly discovered cultural resource deposits that shall be subject to a tribal/cultural resources evaluation;
- d) The Tribal/Cultural Monitoring Plan shall take into account the potential impacts to undiscovered buried archaeological and cultural resources and procedures to protect in place and/or mitigate such impacts.

TBL-2 Treatment and Disposition of Cultural Resources: In the event that Native American cultural resources, items of cultural patrimony, or Tribal Cultural Resources are inadvertently discovered during the course of grading for the proposed project. The following procedures will be carried out for treatment and disposition of the discoveries:

- a) Temporary Curation and Storage: During the course of construction, all discovered resources shall be temporarily curated in a secure location onsite or at the offices of the proposed project archaeologist. The removal of any artifacts from the project site will need to be thoroughly inventoried with tribal monitor oversight of the process; and
- b) Treatment and Final Disposition: The landowner(s) shall relinquish ownership of all cultural resources, including sacred items, burial goods, and all archaeological artifacts and non-human remains as part of the required mitigation for impacts to cultural

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resources. The applicant shall relinquish the artifacts through one or more of the following methods and provide the City with evidence of same:

- i. Accommodate the process for onsite reburial of the discovered items with the consulting Native American tribes or bands. This shall include measures and provisions to protect the future reburial area from any future impacts. Reburial shall not occur until all cataloguing and basic recordation have been completed;
- ii. A curation agreement with an appropriate qualified repository within Riverside County that meets federal standards per 36 CFR Part 79 and therefore would be professionally curated and made available to other archaeologists/researchers for further study. The collections and associated records shall be transferred, including title, to an appropriate curation facility within Riverside County, to be accompanied by payment of the fees necessary for permanent curation:
- iii. For purposes of conflict resolution, if more than one Native American tribe or band is involved with the proposed project and cannot come to an agreement as to the disposition of cultural materials, they shall be curated at the Western Science Center or Agua Caliente Cultural Museum.

At the completion of grading, excavation and ground disturbing activities on the site a Phase IV Monitoring Report shall be submitted to the City documenting monitoring activities conducted by the proposed project Archaeologist and Native Tribal Monitors within 60 days of completion of grading. This report shall document the impacts to the known resources on the property; describe how each mitigation measure was fulfilled; document the type of cultural resources recovered and the disposition of such resources; provide evidence of the required cultural sensitivity training for the construction staff held during the required pre-grade meeting; and, in a confidential appendix, include the daily/weekly monitoring notes from the archaeologist. All reports produced will be submitted to the consulting tribes and Eastern Information Center and interested tribes

3.18.5 Level of Significance after Mitigation

With implementation of Mitigation Measure TBL-1 and TBL-2, impacts regarding Tribal Cultural Resources would remain less than significant.

3.19 Utilities and Services

3.19.1 Sources

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

- Mission Springs Water District, *Program Draft Environmental Impact Report For The West Valley Water Reclamation Program*, April 2019, <https://www.mswd.org/plans.aspx>, accessed March 2, 2020.

3.19.2 Environmental Setting

Water

Domestic water for the majority of the City is provided by the MSWD. The MSWD maintains approximately 276 miles of water lines, 20 reservoir sites, and 24 pump sites within 10 pressure zones. Annually, the MSWD produces approximately 9,000 acre feet of water for their service area of 135 square miles. The MSWD pumps water from the Mission Creek, Garnet and Cabazon sub-stations for domestic use.

Wastewater

Sanitary sewer collection and treatment facilities for the majority of the City are provided by the MSWD. The MSWD currently maintains approximately 89 miles of sewer lines within the service area of approximately 135 square miles. The MSWD currently has 9,100 sewer connections throughout its service area. In efforts to remove existing septic tanks and provide for additional sewage treatment capacity within the MSWD service, the MSWD will be constructing the West Valley Water Reclamation Facility (WVWRF) on a 60-acre site along the west side of Little Morongo Road, between 19th and 20th Avenue. Total build-out is expected to take 3 to 10 years and is dependent on the availability of funding.

Solid Waste Service

The City has a franchise agreement with Desert Valley Disposal Inc. (DVD) for the provision of complete residential, commercial and roll-off trash disposal. Additional services include electronic waste pick-up, construction debris removal, and paper shredding services for commercial and industrial businesses.

Electrical Service

The project site and vicinity is currently vacant of any electric power infrastructure. SCE provides electrical power service within the City and its sphere-of-influence (SOI). SCE has neither the infrastructure nor immediate plans to provide electrical service to the project site in the near future.

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Overhead power lines traverse the proposed project east-west along the southern portion of the project site north of Avenue 16.

Regulatory Setting

Water Supply Assessment

Requirements for the preparation of a WSA are set forth in Senate Bill 610 (SB 610), which was enacted in 2001 and became effective January 1, 2002. SB 610 amended Section 21151.9 of the Public Resources Code, requiring cities and counties to request specific information on water supplies from the public water system (PWS) that would serve any project that is subject to the CEQA and is defined as a “Project” in Water Code Section 10912. The information must be incorporated into the environmental document prepared, pursuant to the CEQA.

State Water Code Section 10912 Defines a “Project” as any of the following:

1. A proposed residential development of more than 500 dwelling units.
2. A proposed shopping center or business establishment employing more than 1,000 persons or having more than 500,000 square feet of floor space.
3. A proposed commercial office building employing more than 1,000 persons or having more than 250,000 square feet of floor space.
4. A proposed hotel or motel, or both, having more than 500 rooms.
5. A proposed industrial, manufacturing, or processing plant, or industrial park planned to house more than 1,000 persons, occupying more than 40 acres of land, or having more than 650,000 square feet of floor area.
6. A mixed-use project that includes one or more of the projects specified in this subdivision.
7. A project that would demand an amount of water equivalent to, or greater than, the amount of water required by a 500 dwelling unit project.

Effective January 1, 2017, SB 1262 amends Water Code Section 10910, the WSA statute, to require that Sustainable Groundwater Management Act (SGMA)-related information be included in a WSA if a water supply for a proposed project includes groundwater from a basin that is not adjudicated and is designated medium or high-priority, as discussed earlier.

Integrated Waste Management Act (AB 939)

The proposed project would comply with federal, State, and local statutes, and regulations in regard to solid waste. As adopted by Desert Hot Springs, AB 939 requires that all California jurisdictions prepare a Source Reduction Recycling Element (SRRE) that demonstrates how each City would divert 50 percent of their jurisdiction’s waste stream from disposal into landfills each year. The penalty for

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not diverting 50 percent each year is a \$10,000 a day fine until the diversion goal is obtained. AB 939 is funded by grant funds and by the waste management franchise agreement. The funds earned from this are set aside in a separate account only to be used for the development and implementation of programs to assist in reduction of waste.

3.19.3 Impacts

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

a/c. Less than Significant Impact.

Wastewater

No wastewater infrastructure or systems exist on or in vicinity of the project site. The project site lies within MSWD’s services area and will be served by MSWD for wastewater services. MSWD will be constructing the proposed WVWRF to provide additional wastewater services to their service area. As part of the *Draft Environmental Impact Report for The West Valley Reclamation Program*, the proposed project (referred to as DHS 109 in MSWD’s report) was identified as a near term wastewater collection system that would provide the initial

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wastewater flows to the WVWRF. As such, MSWD is anticipated to have adequate capacity to serve the proposed project's wastewater demand. Therefore, the construction of a new wastewater treatment for purposes of serving the proposed project would not be required. However, as mentioned above in Chapter 2, the Applicant will be conditioned to establish a connection with MSWD and any required sewer infrastructure to connect to the WVWRF.

Storm Water

As currently mapped by FEMA Floodplain Maps No. 06065C0885G and 060650895G that indicates the project site is mapped as Zone "AO" (see definition of Zone "AO" in Section 3.10, *Hydrology and Water Quality*). The proposed project proposes a system of drainage channels, four (4) retention/water quality basins, and underground storm drains to intercept and convey the storm flows generated by the project site and the off-site areas emanating from the north that would comply with the Stormwater Management and Discharge Controls stipulated in Chapter 13.08 of the Desert Hot Springs Municipal Code. The provided basins capacities will be sized to contain the 100-year storm event and therefore meet the City's requirements for Stormwater Management and Discharge Controls and minimize the discharge and transport of storm flows to natural drainage facilities in order to perpetuate existing drainage flow pattern to the maximum extent practical. Construction of the proposed onsite drainage system would not result in significant environment impacts. Impacts would be less than significant. No mitigation is required.

Electric Power

No existing electric power infrastructure is located within or in the vicinity of the project site. The regional electric power provider, SCE, has no near-term future plans to bring such infrastructure to the project site. Onsite power will be provided by the proposed PRF. As such, the proposed project would not require the construction or relocation of existing electric power infrastructure that would result in significant environmental impacts. Impacts would be less than significant. No mitigation is required.

Natural Gas

SoCal Gas is the region's natural gas provider. The nearest natural gas line to the project site is located south of the project site along Dillon Road. Prior to initiation of construction activities, the applicant will be conditioned to establish a connection with SoCal Gas to serve the project site and comply with all applicable requirements to obtain such connection. Therefore, impacts would be less than significant and no mitigation is required.

Telecommunications

The proposed project would connect and utilize the telecommunication facilities provided for the iStorage building across Little Morongo Road and/or those provided for the Morongo

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Industrial Park located west across Mission Creek. As such, no new construction of facilities would be required.

Therefore, the proposed project would not 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 impacts to the environment. Impacts would be less than significant. No mitigation is required.

- b. Less Than Significant Impact.** A WSA was prepared for the proposed project to provide estimates of existing water demand within the MSWD service area and the projected water demands that would be generated from implementation of the proposed project. According to the *DHS 109 WSA*, MSWD currently receives 100 percent of its water supply from groundwater produced from subbasins within the Coachella Valley Groundwater Basin, which underlies the District's water service area. The District mainly produces water from the Mission Creek Subbasin and the Garnet Hill Subbasin.

Water supply for the proposed project will be from the Mission Creek Subbasin. The groundwater basin has a capacity of approximately 2.6 million acre-feet and is estimated to contain about 1.4 million acre-feet. It is capable of meeting the water demands of the surrounding communities for extended periods during normal, single-dry and multiple-dry year conditions. Per the *DHS 109 WSA*, the water demands associated with the proposed project have been accounted for as part of MSWD's 2015 Urban Water Management Plan, which specifically includes population projections (and associated growth) within MSWD's service areas through the year 2040. In addition, the demands associated with the proposed project have also been accounted for in MSWD, Desert Water Agency (DWA), and CVWD regional water supply planning efforts, which specifically include population projections within MSWD's and CVWD's service areas in the Mission Creek and Garnet Hill subbasin through the year 2045. The projected water demands of the proposed project have also been considered in preparing and adopting the 2013 Mission Creek (MC)-Garnet Hill (GH) Water Management Plan (WMP).

According to the *DHS 109 WSA*, the water supply and demand assessment for the proposed project are based in large part on MSWD's 2015 UWMP and the 2013 MC-GH WMP. The supply and demand assessment includes three scenarios over the 20-year projection from 2015-2040: normal water years, single-dry years, and multiple dry years. Per the *DHS 109 WSA*, the estimated proposed project demands are 910 acre-feet per year (AFY), representing approximately 26 percent of MSWD's projected water demand growth (7,252 AFY in 2015 to 12,586 AFY in 2040). Table 4-10, *Normal Water Year Supply and Demand Comparison (AFY)*, Table 4-11, *Single-Dry Year Supply and Demand Comparison (AFY)* and Table 4-12, *Multiple-Dry Year Supply and Demand Comparison (AFY)* of the *DHS 109 WSA* outline the water supply

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and demand scenarios for normal, single-dry and multiple-dry years respectively and show no difference between the supply total and demand total.

As such, the total projected water supplies available to MSWD during normal, single dry and multiple dry water years are sufficient to meet the projected water demand associated with the proposed project.

- d. **Less Than Significant Impact.** According to *2018 Landfill Summary Tonnage Report*, prepared by the California Department of Waste Resources, 4,899,026 total tons of solid waste was hauled to County of Riverside landfills in 2018. The County of Riverside currently has an annual disposal limit of 8 million tons in County landfills, so currently about 39 percent of the County landfill capacity remains.

The project site would be serviced by DVD, the authorized waste collection hauler for the City. The City does not currently have solid waste generation rates based on designated land uses in their General Plan. As such, generation rates developed for the City of Coachella General Plan Update were used since the City of Coachella is of similar size and nature as the City. Per the City of Coachella General Plan generation rates, industrial developments generate approximately 0.0108 tons/SF/year of solid waste.

Based on the existing general plan designation and proposed building footprint, the proposed project is anticipated to generate approximately 13,869.14 tons/year of solid waste. The 13,869.14 tons/year accounts for 0.28 percent of the County's annual solid waste which would potentially reduce the overall landfill capacity by a negligible 0.18 percent. Therefore, County landfills have sufficient capacity to serve the proposed project, and impacts would be less than significant.

- e. **Less Than Significant Impact.**

Construction

During construction of the proposed project, contractors that generate construction waste will transfer any recyclable material to the appropriate facilities. Under the City's Municipal Code Section 8.08.040(B), the City requires that new development projects do the following:

1. Meet the diversion requirement of at least 50 percent of all construction waste;
2. Submit a construction and demolition waste plan (on the required forms);
3. Submit a performance security along with the application required for a construction permit. City-owned projects would not be required to pay the performance security.

Section 8.08 of the City's Municipal Code identifies the following construction recyclable and reusable materials used in new construction such as what would occur at the project site include, but are not limited to, the following:

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- a. Appliances including, but not limited to, stoves, refrigerators, water heaters, air conditioning, and lighting;
- b. Cardboard materials;
- c. Drywall and plaster materials including drywall, gypsum, and sheetrock;
- d. Green waste, which includes tree trimmings, grass, leaves, roots, and palm fronds;
- e. Masonry building materials including all products generally used in construction including, but not limited to, concrete, rock, stone, and brick;
- f. Metals including ferrous (steel, stainless steel, steel piping, roofing, and flashing) and nonferrous (aluminum, copper, and brass);
- g. Paving materials including asphalt, brick and concrete;
- h. Roofing materials including wood shingles as well as asphalt, stone, concrete, metal, and slate based roofing material;
- i. Salvageable materials and structures including, but not limited to, wallboard, doors, windows, fixtures, toilets, sinks, and bathtubs;
- j. Wood waste includes any and all dimensional lumber, fencing or construction wood that is not chemically treated, creosoted, CCA pressure treated, contaminated or painted;
- k. Any other construction or demolition debris that is nonhazardous and available for recycling or reuse, including dirt. (Ordinance 548 9-2-14; Ordinance 542 3-18-14; prior code § 50.52)

Consistent with the City's Municipal Code, prior to issuance of construction permits, the proposed project must prepare and submit Construction and Demolition Waste Reduction/Recycling Plans, for review and approval by the City Engineer or his/her designee.

Operation

During operation of the proposed project, operators would require solid waste services that would be provided by DVD. Services include both typical solid waste and green waste generated at the project site (cardboard, paper waste, food waste, etc.) that can be transferred to the Edom Hill Transfer Station approximately 5.5 miles southeast of the project site.

In an effort to reduce the amount of solid waste that would ultimately end up in a county landfill, DVD provides a resource recovery/recycling services that includes provision of a container for the separation of cans, glass and newsprint for weekly pick up. The project site would be adequately supplied with containers for recyclable items that is separate from the solid waste container. This program is in conformance with Assembly Bill (AB) 939, which requires that every city and county implement programs to recycle and reduce at the source and compost 50 percent of its solid waste by 2050.

Additionally, the proposed project's utility plant will include bio-digester systems to facilitate capture and management of agricultural waste produced on site. The bio-digester system

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would assist diversion of organic solid waste (i.e., greenwaste) to landfills. However, given that the scale and production capacity of the proposed bio-digester system has not been determined at this time, analysis of solid waste diversion will defer to adherence of all AB 939 waste diversion goals and applicable City programs.

With the adherence to AB 939 waste diversion goals, City programs developed to assist in reaching those goals, and operation of proposed bio-digester system, the proposed project would have a less than significant impact with regard to federal, State, and local statutes pertaining to solid waste. No mitigation is required.

3.19.4 Mitigation Measures

None required.

3.19.5 Level of Significance After Mitigation

Not applicable.

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3.20 Wildfire

3.20.1 Sources

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

- *Western Coachella Valley Area Plan*, County of Riverside, 2017; accessed February 4, 2020.

3.20.2 Environmental Setting

The proposed project is located in an undeveloped area within the City. The project site is bordered by vacant land and open desert on the north, east and south sides while the Mission Creek Wash runs adjacent along the westerly side of the project site. There is very little development in close proximity to the project site with the exception of a medical cannabis facility to the north and a self-storage facility located to the southwest of the project site adjacent to Little Morongo Road. Existing residential is located approximately 1.9 miles northeast, east, and southeast of the project site.

3.20.3 Impacts

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

- a. **No Impact.** Per the City’s General Plan, the City, other jurisdictions throughout Riverside County and the County itself have prepared a series of integrated and coordinated plans, including the Desert Hot Springs MHFP. The MHFP addresses pre-emergency planning, normal

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and heightened readiness levels, emergency operations and post-emergency recovery. Therefore, with adherence to the policies and guidelines outlined within the MHFP, the proposed project would not substantially impair an adopted emergency response plan or emergency evacuation plan. Impacts would be less than significant.

- b. Less than Significant Impact.** The project site is not located within a wildfire severity zone as shown on the Western Coachella Valley Area Plan, Figure 12, *Wildfire Susceptibility* (County of Riverside 2017). The project site consist scattered brush, ruderal vegetation, debris, and is surrounded by open desert land on three sides with the Mission Creek Wash adjacent along the westerly side of the project site. The project site and the surrounding area are relatively flat and would not increase wildfire risk due to slope. The proposed project would be subject to the standards and requirements set forth in the California Fire Code and CBC. As such, the proposed project would not expose people or structures to a significant risk involving wildfires. Therefore, the proposed project would not exacerbate wildfire risks and would not expose occupants to pollutant concentrations from a wildfire.
- c. Less than Significant Impact.** The proposed project would use natural gas fired turbine generators as the source of electrical power generation for the proposed project. The proposed project would not include installation or maintenance activities that would exacerbate wildfire risks. Additionally, the proposed project is not located in a wildfire severity zone as discussed in Section 3.20.3 (b) above. Therefore, the proposed project would not exacerbate wildfire risks in the proposed project area.
- d. Less than Significant Impact.** The project site is surrounded by open desert land on three sides, and the Mission Creek Wash adjacent along the westerly side of the project site. The project site and immediate surrounding area are relatively level, with a very low if not non-existent potential for landslides. Additionally, the proposed project would adhere to any applicable mitigation strategies included in the City's MHFP to ensure potential impacts related to flooding would remain less than significant. As such, impacts associated with the exposure of people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire instability, or drainage changes would be less than significant.

3.20.4 Mitigation

No Mitigation Measure necessary.

3.20.5 Level of Significance

Not Applicable.

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3.21 Mandatory Findings of Significance

3.21.1 Sources

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

3.21.2 Environmental Setting

The environmental setting for the project site is summarized within Sections 3.1 through 3.20 of the IS for each environmental issue.

3.21.3 Impacts

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

a. Less Than Significant with Mitigation Incorporated.

Biological Resources

The project site and surrounding area consists primarily of undeveloped open desert land. Habitat onsite consists of creosote scrub with sandy soils. Mitigation Measure BIO-1 will require a burrowing owl survey and BIO-2 will require a relocation plan to be prepared and

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approved by the CDFW to passively relocate the BUOW. Mitigation Measure BIO-3 would require pre-construction surveys for the CNPS List 1 and 2 species prior to any earth moving activities. As required by the MBTA and the CFGC, implementation of Mitigation Measure BIO-4 will require a preconstruction nesting bird survey to mitigate any potential impacts to protected nesting bird species. Any suitable habitat for special status species on the project site would be mitigated through the payment of the CVMSHCP mitigation fee through Mitigation Measure BIO-5. The project site is adjacent to CVMSHCP Conservation Areas. As such, the proposed project will adhere to the CVMSHCP Land Use Adjacency Guidelines requirements and restrictions per Mitigation Measure BIO-6. In tandem with adherence to the CVMSCHP Land Use Adjacency Guidelines, implementation of Mitigation Measures BIO-7 will require a site specific final acoustical analysis to demonstrate compliance with the acceptable noise levels of the standards stated within the CVMSCHP Land Use Adjacency Guidelines. Therefore, with implementation of Mitigation Measures BIO-1 through BIO-7, impacts would be reduced to less than significant.

Cultural Resources

The literature and records search conducted as part of the *Update to Phase I Cultural Resources Survey* identified 10 cultural resources of historic origin. However, none of the 10 identified historic resources are located within the immediate vicinity of the project site. Scattered refuse was observed on the project site and along the project site boundaries, but none of the items are of any historical or archaeological interest. Nonetheless, Mitigation Measure CUL-1 will be implemented to ensure that if any buried cultural materials are discovered during any earth-moving operations associated with the proposed project, all work in that area should be halted or diverted until a qualified archaeologist can evaluate the nature and significance of the finds. Additionally, implementation of Mitigation Measures CR-2 will ensure that, in the event human remains are recovered during ground disturbing activities, that this aforementioned protocol is exercised. In the event that paleontological resources are discovered during construction activities, implementation of Mitigation Measure GEO-3, would ensure that such resources are not significantly impacts. Therefore, with implementation of Mitigation Measures CR-1, CR-2 and GEO-3, impacts would be reduced to less than significant.

- b. Less Than Significant with Mitigation Incorporated.** The proposed project would incorporate the construction of a PRF that includes a combination of alternative energy source design features that will provide energy and reclamation services to the project site. Lots 28-31, 32-35, and 47-50 associated with the PRF are located on the frontage of Atlantic Avenue. According to the TIA, the proposed project would incorporate mitigation measures to reduce the significant impacts associated with the results shown in Table 6 – *Existing Plus Ambient Plus Project Plus Cumulative Intersection Level of Service*. Therefore, the environmental

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evaluation of this IS concluded that, with adherence to all mitigation measures, including Mitigation Measures TIA-1 through TIA-4 to mitigate anticipated traffic impacts, to be incorporated into the proposed project's Mitigation Monitoring Response Program (MMRP), cumulatively considerable impacts would be mitigated to less than significant levels.

- c. **Less Than Significant with Mitigation Incorporated.** The proposed project could result in both direct and indirect environmental impacts on humans. However, with implementation of Mitigation Measure GEO-1 and GEO-2, incorporation of all recommendations included within the *Geotechnical Investigation* for safe and adequate site design relative to subsurface soil conditions, and compliance of regulatory requirements applicable to air quality, water quality, hazardous materials management and public services, environmental effects on humans as a result of development of the proposed project would be reduced to less than significant levels. Furthermore, implementation of Mitigation Measure AQ-1, which limits architectural coatings applied to buildings to 30 grams per liter VOC and paint striping to 100 g/L VOC, construction-related local air emissions impacts to nearby sensitive receptors would be reduced to less than significant.

3.21.4 Mitigation

- AQ-1** Architectural coatings applied to proposed project buildings are to be limited to 30 grams per liter VOC and traffic paints shall be limited to 100g/L VOC content
- BIO-1** A qualified biologist(s) will conduct a pre-construction presence/absence survey for BUOW 14 to 30 days prior to ground disturbance and a second survey within 24 hours prior to ground-disturbing activities. If burrowing owl are documented within the Project impact area, a plan for avoidance or passive exclusion shall be made in coordination with the CDFW. If the survey is negative, the Project may proceed without further restrictions related to burrowing owls.
- BIO-2** If occupied BUOW habitat is found to be present on the project site, then a burrowing owl relocation plan shall be prepared and approved by the CDFW to passively relocate the BUOW.
- BIO-3** Due to the potential for CNPS List 1 or 2 species within the project site, preconstruction surveys for CNPS List 1 and 2 species shall be conducted prior to any earth work activities. These species include Arizona spurge (*Euphorbia arozonica*) and spiny-hair blazing star (*Mentzelia tricuspis*) and survey should occur between March and April. The surveys will be conducted according to the "Protocols for Surveying and Evaluating Impacts to Special Status and Native Plant Populations and Natural Communities" (CDFW 2018 or most recent version).

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- BIO-4** Bird nesting season generally extends from February 1 through September 15 in southern California and specifically, April 15 through August 31 for migratory passerine birds. To avoid impacts to nesting birds (common and special status) during the nesting season, a qualified Avian Biologist will conduct pre-construction Nesting Bird Surveys (NBS) prior to proposed project-related disturbance to nestable vegetation to identify any active nests. If no active nests are found, no further action will be required. If an active nest is found, the qualified Avian Biologist will set appropriate no-work buffers around the nest which will be based upon the nesting species, its sensitivity to disturbance, nesting stage and expected types, intensity and duration of disturbance. The nests and buffer zones shall be field checked weekly by a qualified biological monitor. The approved no-work buffer zone shall be clearly marked in the field, within which no disturbance activity shall commence until the qualified biologist has determined the young birds have successfully fledged and the nest is inactive.
- BIO-5** The Applicant shall pay a fee for the impacts of development on covered species and their habitats to the City to be used by the Coachella Valley Conservation Commission (CVCC) to minimize and mitigate impacts of taking and provide for conservation of the covered and non-covered species through the acquisition and maintenance of habitat.
- BIO-6** The applicant shall implement the following CVMSHCP Land Use Adjacency Guidelines requirements and restrictions as listed below and shall be adhered to during construction and for post construction operation for any project within the project site that lies adjacent to Conservation Areas. The proposed project proponent shall coordinate with the Coachella Conservation Commission (CVCC) and CVCC staff shall review plans for all planning areas adjacent to the Conservation Area and determine whether the proposed improvements are consistent with the CVMSHCP.
- 1) *Drainage* –Proposed Development adjacent to or within a Conservation Area shall incorporate plans to ensure that the quantity and quality of runoff discharged to the adjacent Conservation Area is not altered in an adverse way when compared with existing conditions. Stormwater systems shall be designed to 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 Conservation Area.
 - 2) *Toxics* –Land uses proposed adjacent to or within a Conservation Area that use chemicals or generate byproducts such as manure that are potentially toxic or may adversely affect wildlife and plant species, Habitat, or water quality shall incorporate measures to ensure that application of such chemicals does not result in any discharge to the adjacent Conservation Area.

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- 3) *Lighting* – For proposed Development adjacent to or within a Conservation Area, lighting shall be shielded and directed toward the developed area. Landscape shielding or other appropriate methods shall be incorporated into proposed project designs to minimize the effects of lighting adjacent to or within the adjacent Conservation Area in accordance with the guidelines to be included in the Implementation Manual.
- 4) *Noise* – Proposed Development adjacent to or within a Conservation Area that generates noise in excess of 75 dBA Leq hourly shall incorporate setbacks, berms, or walls, as appropriate, to minimize the effects of noise on the adjacent Conservation Area in accordance with guidelines to be included in the Implementation Manual.
- 5) *Invasive* – Invasive, non-native plant species shall not be incorporated in the landscape for land uses adjacent to or within a Conservation Area. Landscape treatments within or adjacent to a Conservation Area shall incorporate native plant materials to the maximum extent feasible; recommended native species are listed in Table 4-112. The plants listed in Table 4-113 shall not be used within or adjacent to or within a Conservation area. The list may be amended from time to time through a Minor Amendment with Wildlife Agency Concurrence.
- 6) *Barriers* – Land uses adjacent to or within a Conservation Area shall incorporate barriers into individual project designs to minimize unauthorized public access, domestic animal predation, illegal trespass, or dumping in a Conservation Area. Such barriers may include native landscaping, rocks/boulders, fencing, walls and/or signage.
- 7) *Grading/Land Development* – Manufactured slopes associated with site Development shall not extend into adjacent land in a Conservation Area

BIO-7 A site specific final acoustical analysis is required once a final site specific site plan is made available in order to demonstrate compliance with the CVMSCHP noise threshold. If the results of the acoustical analysis conclude that proposed development will exceed acceptable noise levels, the proposed project shall be redesigned to ensure consistency with the CVMSHCP Adjacency noise requirements.

CR-1 If during the course of excavation, grading or construction, artifacts or other archaeological resources are discovered, all work in the immediate area of the find shall be halted and the proposed project proponent or his/her designee shall immediately notify the City's Planner. A qualified archaeologist shall be called to the site by, and at the expense of, the proposed project proponent to evaluate the significance of the find using CRHR eligibility criteria. If evaluated as eligible and the find cannot be avoided, the archaeologist must prepare and submit a data recovery plan to the City Planner. Upon approval, the data recovery plan shall be implemented. Work shall resume after consultation with the City and implementation of the recovery plan by the archaeologist.

3 ENVIRONMENTAL EVALUATION

CR-2 If human remains are uncovered during excavation or grading activities on the project site, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until:

C) The Riverside County Coroner has been contacted and determined that no investigation of the cause of death is required, and

D) If the coroner determines the remains to be Native American:

The coroner shall contact the NAHC within 24 hours. The NAHC shall designate the person or persons it believes to be the MLD of the deceased Native American. The MLD may make recommendations to the landowner or person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resources Code Section 5097.98. The City and developer shall work with the designated MLD to determine the final disposition of the remains.

GEO-1 All phases of proposed project development that include earthwork in regard to Foundation Design, Settlements, Lateral Design, Retaining Walls, Expansive Soils, Concrete Slabs-on-Grade, and General Site Grading shall be performed in accordance with the geotechnical recommendations presented in the *Geotechnical Investigation* prepared by Sladden Engineering, as applicable.

GEO-2 All proposed structures shall be engineer designed and constructed to earthquake-resistant parameters in compliance with the 2016 edition of the CBC.

GEO-3 In the event that a fossil discovery is made during the course of proposed project construction, in accordance with the SVP guidelines, a qualified professional Paleontologist must be retained in order to examine the find and determine if further paleontological resources mitigation is warranted. Recovered specimens must be identified and curated at a repository with permanent retrievable storage that would allow for further research in the future. :

TIA-1 Existing Plus Project Offsite Improvements

- No. 3 – Indian Canyon Drive at Dillon Road
 - Install traffic signal (signal warrant currently satisfied under Existing conditions)
 - Provide northbound left turn lane
 - Provide southbound left turn lane
 - Provide eastbound left turn lane
 - Provide westbound left turn lane
- No. 9 – Little Morongo Road at 15th Avenue
 - Install traffic signal
 - Provide southbound left turn lane

3 ENVIRONMENTAL EVALUATION

- Provide westbound left turn lane
- Provide westbound right turn lane
- No. 14 – Palm Drive at Two Bunch Palms Trail
 - Provide eastbound right-turn overlap phasing
- No. 17 – Palm Drive at Dillon Road
 - Provide eastbound right-turn overlap phasing

TIA-2 Existing Plus Ambient (2021) Plus Project Offsite Improvements

- No. 3 – Indian Canyon Drive at Dillon Road
 - Install traffic signal (signal warrant currently satisfied under Existing conditions)
 - Provide northbound left turn lane
 - Provide southbound left turn lane
 - Provide eastbound left turn lane
 - Provide westbound left turn lane
- No. 9 – Little Morongo Road at 15th Avenue
 - Install traffic signal
 - Provide southbound left turn lane
 - Provide westbound left turn lane
 - Provide westbound right turn lane
- No. 14 – Palm Drive at Two Bunch Palms Trail
 - Provide eastbound right turn overlap phasing
- No. 17 – Palm Drive at Dillon Road
 - Provide eastbound right turn overlap phasing

TIA-3 Existing Plus Ambient (2021) Plus Project Plus Cumulative Offsite Improvements

- No.2 – Indian Canyon Drive at Pierson Boulevard
 - Install traffic signal (signal warrant currently satisfied under Existing conditions)
 - Provide northbound left turn lane
 - Provide southbound left turn lane
 - Provide eastbound left turn lane
 - Provide westbound left turn lane
- No. 3 – Indian Canyon Drive at Dillon Road
 - Install traffic signal (signal warrant currently satisfied under Existing conditions)
 - Provide northbound left turn lane
 - Provide northbound right turn lane with overlap phasing
 - Provide southbound left turn lane
 - Provide southbound right turn lane
 - Provide eastbound left turn lane
 - Provide eastbound right turn lane

3 ENVIRONMENTAL EVALUATION

- Provide two westbound left turn lanes
- No. 7 – Little Morongo Road at Pierson Boulevard
 - Install traffic signal
 - Provide northbound left turn lane
 - Provide southbound left turn lane
 - Provide eastbound left turn lane
 - Provide westbound left turn lane
- No. 8 – Little Morongo Road at Two Bunch Palms Trail
 - Install traffic signal (signal warrant currently satisfied under Existing conditions)
 - Provide northbound left turn lane
 - Provide northbound right turn lane
 - Provide southbound left turn lane
 - Provide eastbound left turn lane
 - Provide two westbound left turn lanes
- No. 9 – Little Morongo Road at 15th Avenue
 - Install traffic signal
 - Provide southbound left turn lane
 - Provide westbound left turn lane
 - Provide westbound right turn lane
 - Provide second northbound through lane
- No. 10 – Little Morongo Road at Dillon Road
 - Install traffic signal (signal warrant currently satisfied under Existing conditions)
 - Provide northbound left turn lane
 - Provide southbound left turn lane
 - Provide second eastbound left turn lane
 - Provide westbound right turn lane
- No. 11 – Atlantic Avenue at Dillon Road
 - Restrict southbound left turn
- No. 14 – Palm Drive at Two Bunch Palms Trail
 - Provide second northbound left turn lane
 - Provide third southbound through lane
 - Provide eastbound right turn overlap phasing
- No. 16 – Palm Drive at Camino Aventura
 - Install traffic signal (signal warrant currently satisfied under Existing conditions)
- No. 17 – Palm Drive at Dillon Road
 - Provide third southbound through lane
 - Provide southbound right turn overlap phasing
 - Provide eastbound right turn overlap phasing

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TIA-4 The proposed project proponent will contribute on a fair share basis through the City's Development Impact Fee Circulation Systems Streets, Traffic Signals, and Bridges Program, or in dollar equivalent in lieu mitigation contributions, in the implementation of recommended improvements.

3.21.5 Level of Significance After Mitigation

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

3 ENVIRONMENTAL EVALUATION

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