DRAFT

Mitigated Negative Declaration Addendum

Amendment to Specific Plan DHS SP #01-17

Coachillin' Industrial Cultivation and Ancillary Canna-Business Park

Coachillin' Holdings, LLC

March 2020

Prepared for:

City of Desert Hot Springs

65950 Pierson Boulevard
Desert Hot Springs, California 92240

Prepared by:

ECORP Consulting, Inc.
ENVIRONMENTAL CONSULTANTS

215 North 5th Street
Redlands, California 92374

THIS PAGE INTENTIONALLY LEFT BLANK

TABLE OF CONTENTS

LIST OF TABLES

LIST OF FIGURES

1.0 INTRODUCTION

1.1 Background/Project History

1.1.1 Previous Project and Previous Project MND

The Coachillin' Industrial Cultivation and Ancillary Canna-Business Park (Specific Plan #01-17) (Coachillin' Specific Plan) is located on parcels APNs 666-340-008 through 666-340-053 located on 153.71 gross acres bounded by 18th Avenue to the north, 19th Avenue to the south, Indian Canyon Drive to the west, and Calle de los Romos to the east (Figure 1-1 and Figure 1-2). Until 2010, these parcels were under the land use authority of Riverside County (County). In 2008, an industrial development of approximately 2,952,000 square feet (sf) of warehousing on approximately 161 gross acres was approved by the County. That project consisted of a Change of Zone (Change of Zone No.7597) from W-2 (Controlled Development) to I-P (Industrial Park) and M-SC (Manufacturing Service Commercial), a Plot Plan approval (Plot Plan No. 23155) for a 2,952,500-sf industrial center including a one-mile offsite sewer line extension, and a Mitigated Negative Declaration (MND) (State Clearinghouse Number 2008081058). The parcels were annexed to the City of Desert Hot Springs in 2010 and the County approvals were adopted for the project site in the Development Permit process (DP 05-11 and EA 41621).

In 2017, the project applicant proposed changes to the County-approved project to reflect changing market conditions. A Specific Plan was submitted to the City, which was adopted on October 17, 2017. The approval of the Specific Plan included the following approvals: General Plan Amendment #02-17, Specific Plan #01-17, Tentative Parcel Map #37158, Final Map, and Conditional Use Permit #17-17. These project approvals were supported by an MND Addendum supported by an Initial Study and updated technical studies for air quality, biological resources, wetland delineation, cultural resources, paleontological resources, geotechnical/geologic resources, greenhouse gas emissions, hazards/hazardous materials, hydrology and water quality, noise, water supply assessment, and traffic impact analysis. The Initial Study described the environmental impacts of the Specific Plan and compared them to the impacts of the project previously approved by the County. The Initial Study determined that the environmental impacts were similar to or less than for the previously-approved industrial project and were less than significant after mitigation. Therefore, an Addendum to the original MND was prepared and adopted on October 17, 2017 along with other project approvals.

The MND and MND Addendum together are referred to in this document as the Previous Project MND.

Location: N:\2016\2016-219 Coachillin\MAPS\Location_Vicinity\Coachillin_Vicinity.mxd (MAG)-mguidry 12/8/2016

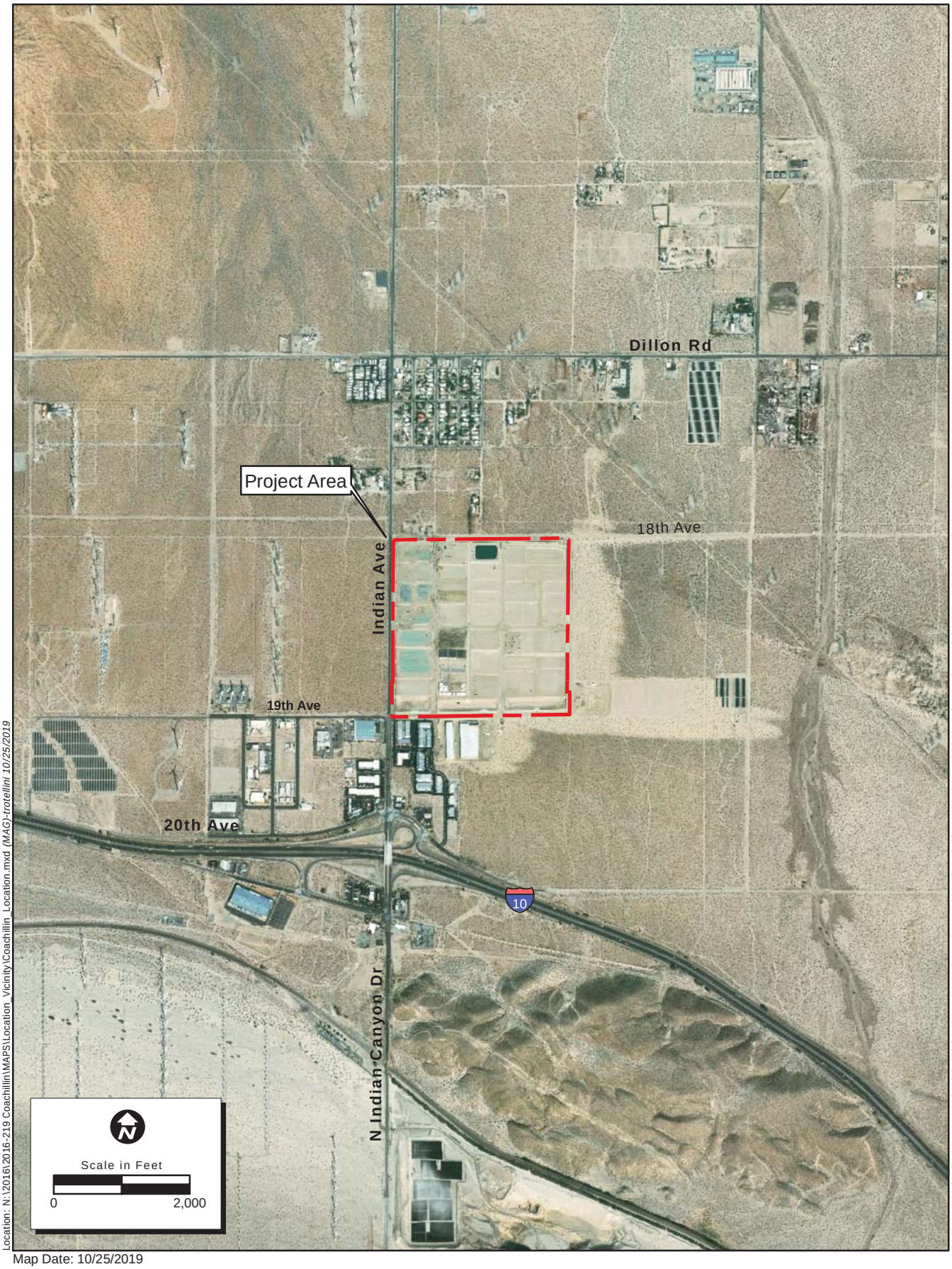
Map Date: 12/8/2016

Service Layer Credits: Sources: USGS, ESRI, TANA, AND

ECORP Consulting, Inc.
ENVIRONMENTAL CONSULTANTS

Figure 1-1. Project Vicinity

2016-219 Coachillin



Location: N:\2016\2016-219 Coachillin\MAPS\Location_Vicinity\Coachillin_Location.mxd *(MAG)-trotellini 10/25/2019*

Service Layer Credits: Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

Map Date: 10/25/2019

ECORP Consulting, Inc.
ENVIRONMENTAL CONSULTANTS

Figure 1-2. Project Location

2016-219 Coachillin

1.1.2 Current Site Conditions

Since the adoption of the Previous Project MND and the approval of the Specific Plan in 2017, site work has been initiated to support the development of the Specific Plan. Parcels 30 and 31 (Figure 2-1) are currently being used for construction staging. As of October 2019, site work includes the following:

- Grading
  - Rough grading on all 160 acres: complete
  - Precise grading on Parcels 10, 11, 12, 14, 19, 28, 32, 33: complete
- Perimeter:
  - Perimeter 8' fence installation: 100% complete
  - Perimeter lighting installation along 18th Avenue, 19th Avenue, and N. Indian Canyon Drive: complete (Being replaced due to product defects)
  - Perimeter landscape and irrigation installation: 95% complete
  - Perimeter sidewalks installed around entire perimeter of project: complete
- Stormwater:
  - Retention basins: 100% complete
  - Regional stormwater channels: 100% complete
  - Onsite stormwater handling: basins expanded; channels enlarged to handle onsite generated stormwater
- Power:
  - West half of the project conduit installation: 100% complete
  - East half of the conduit installation: start in first quarter 2020
  - 40 MW whole-park sustainable power production facilities initiated: estimated construction first quarter 2020
- Water:
  - Domestic water lines (Mission Springs Water District): complete and stubbed to each parcel: 43 parcels
  - Coachillin' Reverse Osmosis water lines: complete and stubbed to each parcel: 43 parcels
  - Coachillin' Agriculture water lines: complete and stubbed to each parcel: 43 parcels
- Gas:
  - Gas main installation: complete: 43 parcels
  - Gas lines: complete and stubbed to each parcel
  - Mains are energized
- Dust (PM_{10}) Control:
  - Dust control (EnviroTak) disbursed annually to each property not under construction to mitigate dust
  - Water trucks running daily on the site to mitigate dust caused by construction and equipment

- Onsite Street Improvements:
  - All interior curbs: complete
  - Interior roads rough graded: complete
- Offsite Street Improvements:
  - Street widening: complete
  - All exterior curbs: complete
  - Perimeter sidewalk 100% complete
- Fire Loops:
  - Parcel 32/33 Fire Loop: 100% complete
  - Parcels 9-13 Fire Loop: Approved, materials ordered, installation to be completed quarter 1 2020

1.1.3 Proposed Project Documentation

In 2019, the project applicant proposed an Amendment to the Specific Plan that would modify the allowed land uses in the Specific Plan Mixed Use Zone along with accompanying changes in the Development Standards and Design Guidelines to allow potential hotel and amphitheater uses on Parcels 30 and 31, respectively (Proposed Project). These changes are further described in Section 2 of this document.

In September 2019, an Initial Study was prepared for the proposed Amendment of Specific Plan #01-17, Coachillin' Industrial Cultivation and Ancillary Canna-Business Park (Proposed Project) (Appendix A). According to the California Environmental Quality Act (CEQA) Guidelines Section 15063, a lead agency, in this case the City of Desert Hot Springs, should use an Initial Study to determine if a project would have a significant effect on the environment. In the case of the Proposed Project, where the Specific Plan was analyzed in a previous CEQA document, the Initial Study can be used to "determine, pursuant to a program [environmental impact report] EIR, tiering, or another appropriate process, which of a project's effects were adequately examined by an earlier EIR or negative declaration. . .The lead agency shall then ascertain which effects, if any, should be analyzed in a later EIR or negative declaration" (CEQA Guidelines Section 15063(b)(1)(C)). The Initial Study (Appendix A) determined that impacts from the Proposed Project would be similar to those described in the Previous Project MND, with the exception of air quality, energy, greenhouse gas, noise, and traffic. The Initial Study recommended further study of these resources to determine the appropriate CEQA document. The analysis from these technical studies is summarized in this MND Addendum (Proposed Project MND Addendum).

It should be noted that the State of California updated the CEQA Guidelines, including the Initial Study checklist, in December 2018. This MND Addendum and the Initial Study in Appendix A are consistent with the updated Guidelines.

1.2 Determination

CEQA Guidelines Section 15162 provides guidance regarding environmental review of a project for which an EIR has been certified or negative declaration has been adopted. The Guidelines state that if the lead agency determines that one or more criteria are met, then a subsequent CEQA document shall be prepared. The criteria are:

- Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
- Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
- New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any of the following:
    - The project will have one or more significant effects not discussed in the previous EIR or negative declaration;
    - Significant effects previously examined will be substantially more severe than shown in the previous [document];
    - Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
    - Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

This MND Addendum, Initial Study, and updated technical studies for air quality, energy, greenhouse gas, noise, and traffic determined that impacts to the environment from the Proposed Project would be similar to those described in the Previous Project MND and all impacts would be less than significant with mitigation. An Addendum MND is the appropriate CEQA document.

1.3 Documents Incorporated by Reference

The following documents have been incorporated by reference:

- City of Desert Hot Springs, *Initial Study and Mitigated Negative Declaration Addendum for the Coachillin' Industrial Cultivation and Canna-Business Park.* September 2017.
- County of Riverside, *Environmental Assessment Form: Initial Study and Mitigated Negative Declaration for Change of Zone No. 7597 and Plot Plan No 23155.* State Clearinghouse Number 2008081058. November 2008.

1.4 Public Review Process

In accordance with CEQA Guidelines Section 15164(c), this Addendum is not required to be circulated for public review.

2.0 PROJECT DESCRIPTION

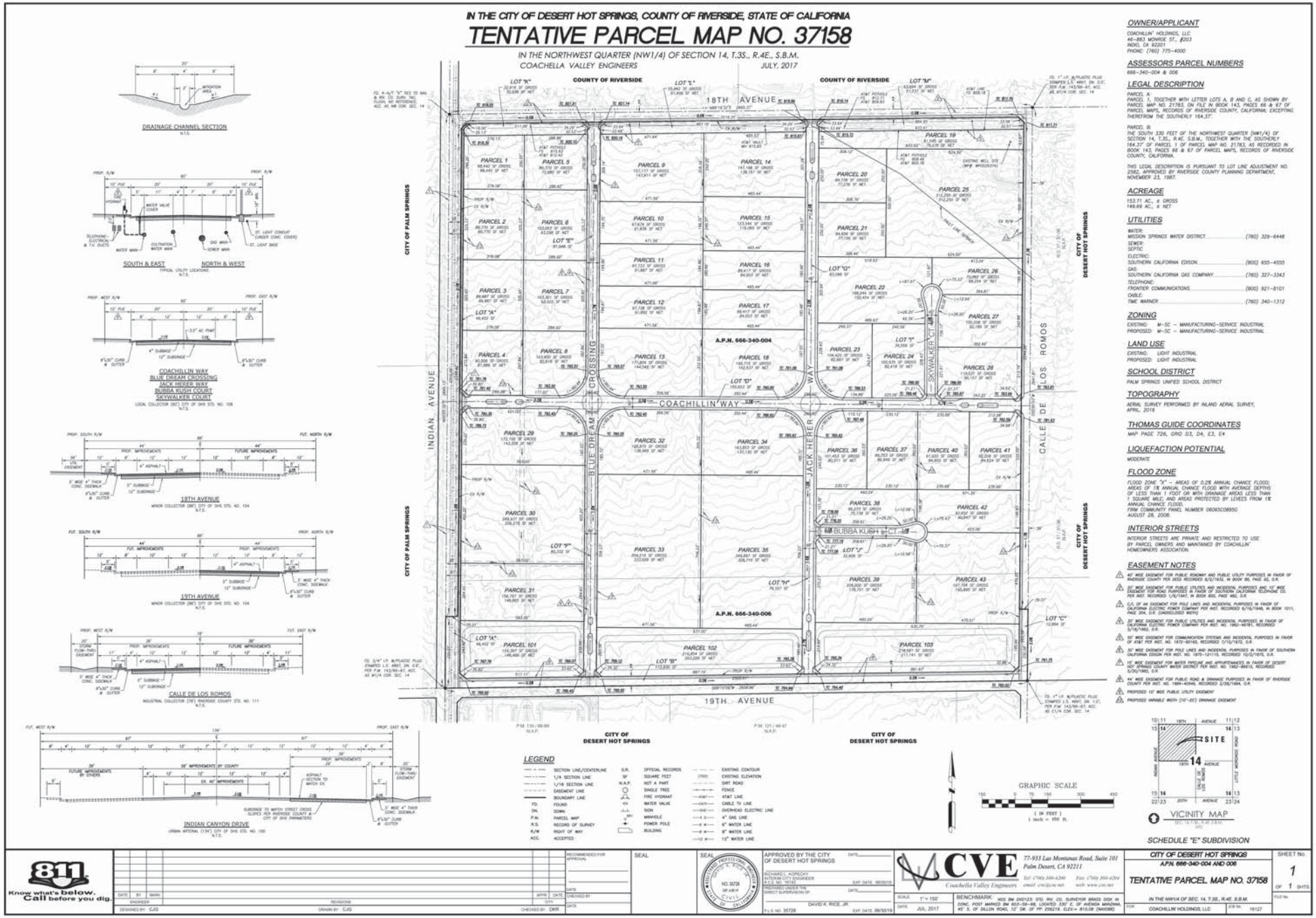
2.1 Project Location and Setting

The Coachillin' Industrial Cultivation and Ancillary Canna-Business Park (Specific Plan #01-17) is located on 46 parcels (APNs 666-340-008 through 666-340-053) located on 153.71 gross acres bounded by 18th Avenue to the north, 19th Avenue to the south, Indian Canyon Drive to the west, and Calle de los Romos to the east (Figures 1-1 and 1-2).

Since the adoption of the Previous Project MND and the approval of the Specific Plan in 2017, site work has been initiated to support the development of the Specific Plan. All rough grading has been completed on the site and infrastructure is complete or in progress. Parcels 30 and 31 are currently being used for construction staging. A description of work completed since 2017 is provided in Section 1.1.

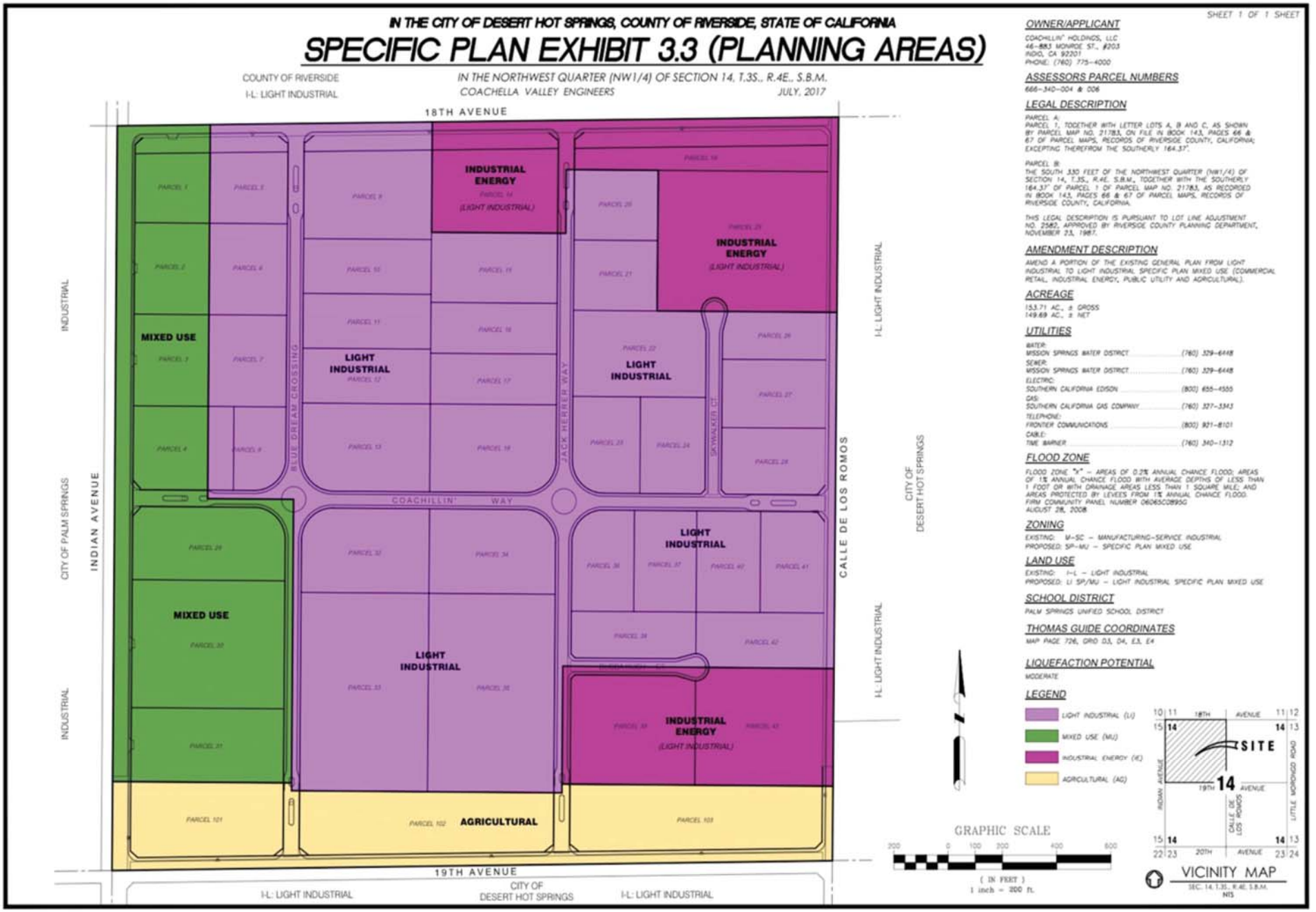
2.2 Project Description

The Proposed Project is an Amendment to the Specific Plan that would modify the allowed land uses in the Specific Plan Mixed Use Zone along with accompanying changes in the Development Standards and Design Guidelines to allow potential hotel and amphitheater uses on Parcels 30 and 31, respectively (Figure 2-1). The proposed hotel would include 175 guest rooms within a 4-story; 150,000 square foot building. The proposed amphitheater would seat approximately 5,000 people and host at most one event per week. Planning Areas (Figure 2-2) would remain the same as currently approved. However, the proposal would allow additional uses in the Mixed-Use designation. Additionally, the 7-acre Parcel 25 was originally provided for Southern California Edison (SCE) power stations and systems to serve the Specific Plan projects. SCE no longer requires this lot; therefore, the Amendment proposes to re-designate Parcel 25 as Industrial Energy & Utilities (IE) to provide space for private power generation and other industrial uses. The uses in the Agriculture zone have also been clarified to include other types of crops. Please note that this project description summarizes the major changes to the Specific Plan. There have also been minor changes to clarify meaning.



ECORP Consulting, Inc.
ENVIRONMENTAL CONSULTANTS

Figure 2-1 Parcel Map
2016-219 Coachillin Specific Plan



ECORP Consulting, Inc.
ENVIRONMENTAL CONSULTANTS

Figure 2-2 Planning Areas
2016-219 Coachillin Specific Plan

2.2.1 Updates to Specific Plan Table 3-3

Updates to Specific Plan Table 3-3, showing the Allowed Land Uses, are shown below. Note that the total amount of land in each zone has not changed but allowed uses have been added and clarified. Deleted text is shown in ~~strike through~~ font, and added text is shown in <u>underlined</u> font.

Specific Plan Table 3-3: Proposed Changes to Allowed Land Uses

LAND USE	GROSS PARCEL ACREAGE	BUILDING SPACE (SQ. FT.)	
		Available Building Envelope[12]	Currently Planned[13]
<u>LIGHT INDUSTRIAL</u>			
• Medical Marijuana Cultivation	111.21[1]	3,839,461	2,515,234
• Extraction/Laboratory Facility	3.81[2]	114,894	47,059
• Business Incubator, Research/Development Facility	8.13[3]	301,022	191,400
<u>COMMERCIAL</u>			
• Education, Touring, Dispensary, Restaurant, <u>Hotel</u> and Other Permitted Commercial Uses	21.52[4]	702,773	27,513
<u>RESIDENTIAL</u>			
• Security Team Bunkhouse/Armory	0.60[5]	17,943	10,994
<u>INDUSTRIAL – ENERGY RELATED</u>			
• Vermiculture (Red Worm) Facility	4.73[6]	8,596	7,800
<u>~~PUBLIC~~ UTILITIES</u>			
• ~~SCE Substation~~ <u>Substation not required by SCE, now zoned Industrial Energy & Utilities (IE) – Private energy production and other industrial uses.</u>	7.17[7]	----	----
<u>AGRICULTURE</u>			
• Crop Production (<u>Hemp/Vegetable/Herb</u>/Date/Citrus Fields)	13.54[8]	----	----
<u>OTHER</u>			
• Water Retention Basins & Cultivation/Irrigation Water Storage Reservoir	13.54[9]	----	----
• Well Site	1.87[10]	----	----
• Landscaping / Open Space	35.65[11]		
Total:			**2,800,000**

[1] All Parcels: 1-13, 15-18, 20-24, 26-38; 40-42
[2] Parcel 32 Lab & Kitchens; Permitted Use All Parcels
[3] Parcel 33
[4] Parcel 1-4, 29-31
[5] 15% (0.60 acres) of Parcel 29
[6] Parcel 39
[7] Parcel 25
[8] Parcels 101, 102, 103
[9] Parcel 101, 102, & 103
[10] Parcel 19
[11] Project Landscape Plan
[12] Per Site Plan
[13] Per Project Proponent

2.2.2 Updates to Specific Plan Section 3.4.3

The following changes are proposed for the definitions of allowed land uses in Section 3.4.3. At the suggestion of the City, a number of definitions have been added to the Specific Plan to more closely match the City's zoning code. Text changes have also been made to reflect the fact that SCE will no longer be constructing a substation on Parcel 25. In order to differentiate between the explanation and analysis in the Proposed Project MND Addendum, text quoted from the Specific Plan is indented. Deleted text is shown in ~~strike through font~~, and added text is shown in underlined font.

"Land Use" means the occupation or utilization of land or water area for any human activity or any purpose defined in the Specific Plan:

1) **Agriculture Use (AG):** Activities involving crop production

2) **Mixed Use (MU):** Activity involving a combination of potential industrial and/or commercial uses, namely commercial uses such as hotel, restaurants or the sale of goods / services. Industrial uses would mirror those of Light Industrial designation (defined below).

3) **Light Industrial (LI):** Those fields of economic activity including construction; distribution; manufacturing; transportation, communication, electric, gas, and sanitary services; and wholesale trade.

4) **Industrial Energy (IE):** those fields of developing energy resources such as wind, solar, and/or uses allowed within the light industrial designations outlined above. Uses may include, vermiculture, or other recycling uses as well. Additionally, IE designated planning areas will include the water well and storage reservoir, temporary septic and some other public or private utility-related industrial uses (e.g. CO_2 distribution, Hot/Cold BTU distribution throughout the project).

    a. NOTE: Since the time original Coachillin' Specific Plan was approved, the local utility company (~~such as~~ Southern California Edison (SCE)) ~~electrical~~ has made the decision that they will NOT require an on-site substation to serve the project on Parcel 25. For this reason, applicant desires to re-zone the use of Parcel 25 to Industrial Energy & Utilities (IE), to allow for private energy production and other industrial uses.

"Amphitheater and Concert Venue" means any facility intended for live performances with an audience of any kind. These may include music or other sorts of live performances.

"Ancillary Structure" means a building which is subordinate and customarily incidental to a principal building and is located on the same lot as the principal building.

"Ancillary Use" means a use incidental to and customarily associated with a specific principal use, located on the same lot or parcel.

"Antenna" means a device for transmitting or receiving radio, television, or any other transmitted signal.

"Bed and Breakfast" means a transient lodging establishment primarily engaged in providing overnight or otherwise temporary lodging for the general public and may provide meals to the extent otherwise permitted by law.

"Clinic" means a place for outpatient medical services to human patients.

"Club" means an association of persons (whether or not incorporated) organized for some common purpose, but not including a group organized primarily to render a service customarily carried on as a business.

"Condominium" means a development consisting of an undivided interest in common for a portion of a parcel coupled with a separate interest in space in a residential or commercial building on the parcel.

"Educational Institution" means a school, college, or university, supported wholly or in part by public funds or giving general academic instruction equivalent to the standards prescribed by the State Board of Education.

Entertainment, Live. "Live Entertainment" means any act, play, revue, pantomime, scene, dance, art, or song and dance act, or any combination thereof, performed by 1 or more persons whether or not they are compensated for the performance. These performances may take place in concert venue related areas, such as an amphitheater or other stage-oriented concert facilities.

"Hotel" means guest rooms or suites occupied on a transient basis, with most rooms gaining access from an interior hallway.

"Mixed use development" means the development of a parcel(s) or structure(s) with 2 or more different land uses such as, but not limited to, a combination of residential, office, retail commercial, public, or entertainment in a single or physically integrated group of structures and support (parking, etc.) facilities.

"Recreational vehicle" means a vehicle towed or self-propelled on its own chassis or attached to the chassis of another vehicle and designed or used for recreational or sporting purposes. The term recreational vehicle includes, but is not limited to, travel trailers, pickup truck campers, camping trailers, motor coach homes, converted trucks or buses, boats and boat trailers, and all-terrain vehicles.

"Recreational Vehicle Park" means a master planned and managed neighborhood of spaces, amenities, access, walls, and other amenities designed for transient, seasonal but not permanent habitation in recreational vehicles.

"Resort Hotel" means a group of buildings containing guest rooms and providing outdoor recreational activities.

"Solar Facilities" means the airspace over or adjacent to a parcel that provides access for a solar energy system to absorb energy from the sun.

"Specific Plan" means a plan consisting of text, maps, and other documents and exhibits regulating development within a defined area of the City, consistent with the General Plan and the provisions of California Government Code Section 65450 et seq.

"Variance" means a discretionary entitlement which permits the departure from the strict application of the development standards contained in this Specific Plan.

"Non-storefront Retail Facility" shall have the same meaning as in Business and Professions Code Section 26070(a)(1), as may be amended, and further defined by sections 5414 to 5427 et seq. in the California Code of Regulations, as may be amended. Currently, this is a deliver-only retail facility which sells marijuana to a customer solely and exclusively by delivery.

"Storefront Retail Facility" shall have the same meaning as in Business and Professions Code Section 26070(a)(1), as may be amended, and further defined by Sections 5400 to 5413 et seq. in the California Code of Regulations, as may be amended. Currently, this is a retail facility which sells and/or delivers marijuana or marijuana products to customers. A storefront retail facility shall have a licensed premise which is a physical location which commercial cannabis activities are conducted.

2.2.3 Updates to Table 3-4, Allowable Land Uses, and Explanation of Table 3-4

The Allowable Land Uses discussion and table (Table 3-4 in the Specific Plan) has been updated as reflected below. The changes reflect the elimination of the Public Utilities (PU) zone, because SCE will no longer be constructing a substation on Parcel 25. The addition of hotel land uses in the Mixed-Use zone has been reflected. At the suggestion of the City, the *Allowed Uses Requiring a Development Plan (D)* category has been eliminated to simplify the planning process; there is no need for a development permit for uses that are compatible with an adopted Specific Plan. In order to differentiate between the explanation and analysis in the Proposed Project MND Addendum, text quoted from the Specific Plan is indented. Deleted text is shown in ~~strike through~~ font, and added text is shown in underlined font.

Table 3-4 Explained

- ✓ "**Permitted Uses**" **(P)** requiring ~~design review~~ Administrative Development Permit;
  - o Permitted Uses (P) under this Coachillin' Specific Plan may also be referred to as "**Specific Plan-NRC**" **(SP-NRC)** Specific Plan Not Requiring a Conditional Use Permit (aka "by-right" permitted use) throughout this document;
- ✓ ~~"**Allowed Uses**" **(D)** requiring a Development Plan Permit~~
  - o ~~Allowed Uses (D) under this Coachillin Specific Plan may also be referred to as "**Specific Plan-NRC**" **(SP-NRC)** Specific Plan Not Requiring a Conditional Use Permit (aka "by right" allowed use throughout this document);~~
- ✓ "**Conditional Uses**" **(C)** requiring a Conditional Use Permit;
- ✓ "**Temporary Use**" **(T)** requiring a Temporary Use Permit;
- ✓ "**Not Allowed**" **(X)** not allowed in project.

The organization and numerical ordering of Table 3-4 is based on the Standard Industrial Classification System as defined in Section 17.04.020 of the City of Desert Hot Springs Zoning Ordinance. It is not expected that the range of uses set forth below is all inclusive. Cases of uncertainty regarding whether a particular land use is permitted and by what process, shall be determined by the Community Development Director.

Table 3-4 also compares the Specific Plan's allowable uses and permit requirements with the existing LI Zoning in addition to other related/mixed uses allowed and permitted under other City zoning guidelines. Many uses allowed in the LI Zone have been excluded from the Coachillin' Use Plan. As shown, the Coachillin' Specific Plan Amendment's proposed allowable uses very closely resemble the currently allowed uses.

(Note that the PU (Public Utilities) Land Use has been deleted from Table 3-4 as indicated by the diagonal strikeout line.)

Specific Plan Table 3-4: Allowable Land Uses & Permit Requirements vs. Existing City Zoning Code

CATEGORY OF LAND USE	COACHILLIN SP					DHS ZONING CODE LAND USES			
	MU *(Mixed Use)*	LI *(Light Industrial)*	IE *(Industrial Energy & Utilities)*	AG *(Agricultural)*	~~PU *(Public Utility)*~~	C-G *(Commercial General)*	I-L *(Industrial Light)*	I-M *(Industrial Medium)*	I-E *(Industrial Energy)*
AGRICULTURE, RESOURCE, OPEN SPACE									
Commercial Gardening	P[1]	P[1]	P[1]	P[1]	~~X~~	D	D	D	C
Crop Production	P[1]	P[1]	P[1]	P[1]	~~X~~	D	D	D	C
Plant Nurseries, With On-Site Sales	P	P	X	X	~~X~~	P	P	P	X
Plant Nurseries, Without On-Site Sales	P	P	X	X	~~X~~	X	P	P	D
Wind Machines and Wind Farms	C	C	C	C	~~C~~	C	C	C	D
Vermiculture	P	P	P	P	~~P~~				
MANUFACTURING AND PROCESSING									
Distribution	~~D~~ P	P	P	P	~~X~~	X	P	P	X
Food Products	~~D~~ P	P	C	P	~~X~~	C	D	D	X
Furniture and Fixtures	P	P	C	X	~~X~~	X	D	D	X
Laundries and Dry-Cleaning Plants	C	~~D~~ P	X	X	~~X~~	C	D	D	X
Light Manufacturing Facilities	~~D~~ P	P	P	X	~~X~~	X	P	P	X
Medium Manufacturing Facilities	~~D~~ P	P	P	X	~~X~~	X	C	D	X
Mixed Use Office/Industrial	P	P	P	X	~~X~~	X	C	X	X
Printing/Publishing	~~D~~ P	~~D~~ P	X	X	~~X~~	C	P	P	X
Recycling Facilities	~~D~~ P	~~D~~ P	~~D~~ P	X	~~X~~	X	D	D	X
Recycling—Reverse Vending Machines	P	P	P	X	~~X~~	D	P	P	X

CATEGORY OF LAND USE	COACHILLIN SP					DHS ZONING CODE LAND USES			
	MU *(Mixed Use)*	LI *(Light Industrial)*	IE *(Industrial Energy & Utilities)*	AG *(Agricultural)*	~~PU~~ *(Public Utility)*	C-G *(Commercial General)*	I-L *(Industrial Light)*	I-M *(Industrial Medium)*	I-E *(Industrial Energy)*
Storage Yard	X	~~D~~ P	C	X	~~C~~	X	D	D	C
Warehousing	~~D~~ P	P	~~D~~ P	X	~~C~~	X	D	D	X
Wholesaling	~~D~~ P	P	P	X	~~X~~	C	P	P	X
RECREATION, EDUCATION, PUBLIC ASSEMBLY									
Art Galleries	P	X	X	X	~~X~~	P	X	X	X
Athletic Facilities	P	~~D~~ P	X	X	~~X~~	P	D	X	C
Community Centers	~~D~~ P	C	X	X	~~X~~	D	C	X	X
Convention Centers	~~D~~ P	~~D~~ P	X	X	~~X~~	D	D	X	X
Convention Facilities	~~D~~ P	~~D~~ P	X	X	~~X~~	D	D	X	X
Health/Fitness Facilities	P	P	X	X	~~X~~	P	P	X	X
Indoor Recreation Centers	~~D~~ P	~~D~~ P	X	X	~~X~~	D	D	X	X
Membership Organization Facilities	~~D~~ P	~~D~~ P	X	X	~~X~~	D	D	D	X
Museums	P	P	X	X	~~X~~	P	P	X	X
Organization Offices	P	P	P	X	~~X~~	P	C	X	X
Schools/Education Facilities	~~X~~ P	~~D~~ P	X	X	~~X~~	X	C	X	X
Studios for Dance, Art, Music, Photography, Etc.	P	P	X	X	~~X~~	P	P	C	X
Theatres and Meeting Halls	~~D~~ P	~~D~~ P	X	X	~~X~~	D	D	X	X
RESIDENTIAL									
Caretaker/Watchpersons' Dwelling/Bunkhouse	P	P	P	X	~~P~~	X	D	D	D
RETAIL TRADE									
Accessory Retail Uses	P	P	~~D~~ P	X	~~X~~	P	C	X	X
Bars and Drinking Establishments	~~D~~ P	X	X	X	~~X~~	C	X	X	X
Building Material Stores	P	P	X	X	~~X~~	P	D	X	X
Drive-In and Drive-Through Sales	~~D~~ P	C	X	X	~~X~~	D	X	X	X
Convenience Stores	P	P	X	X		D	D	X	X
Farm and Ranch Supply Stores	P	P	P	X	~~X~~	P	D	X	X
Gift Shops	P	X	X	X	~~X~~	P	X	X	X
Grocery Stores	P	X	X	X	~~X~~	P	X	X	X
Outdoor Retail Sales, Temporary	T	T	X	X	~~X~~	T	T	X	X
Restaurants, No Beer, Wine or Liquor	~~D~~ P	~~D~~ P	X	X	~~X~~	D	D	X	X
Restaurants, With Beer, Wine or Liquor	~~D~~ P	C	X	X	~~X~~	C	C	X	X
Retail Stores, Tourist/Traveler Oriented	P	C	X	X	~~X~~	P	C	X	X

CATEGORY OF LAND USE	COACHILLIN SP					DHS ZONING CODE LAND USES			
	MU *(Mixed Use)*	**LI** *(Light Industrial)*	**IE** *(Industrial Energy & Utilities)*	**AG** *(Agricultural)*	~~**PU** *(Public Utility)*~~	**C-G** *(Commercial General)*	**I-L** *(Industrial Light)*	**I-M** *(Industrial Medium)*	**I-E** *(Industrial Energy)*
SERVICES									
Automatic Teller Machine (ATM), Not at A Bank	P	X	X	X	~~X~~	P	X	X	X
Business Support/Secretarial Services	P	C	X	X	~~X~~	P	C	X	X
Hotels/Motels with or without Spas	P #30	X	X	X		D	X	X	X
Medical Services, Clinics and Labs	~~D~~ P	~~D~~ P	X	X	~~X~~	C	C	X	X
Offices, Permanent	P	P	~~D~~ P	X	~~X~~	P	D	X	X
Offices, Temporary	T	T	T	X	~~X~~	T	T	T	T
Personal Services	~~D~~ P	X	X	X	~~X~~	D	X	X	X
Public and Quasi-Public Uses	~~D~~ P	~~D~~ P	X	X	~~X~~	D	D	D	D
Public Utility and Safety Facilities	~~D~~ P	~~D~~ P	~~D~~ P	X	~~D~~	D	D	D	D
Research and Development Facilities	~~D~~ P	P	P	X	~~X~~	C	D	D	X
Power Supply & Generation, Major (Substation, Large Solar or Wind Farms)	X	C	C	X	~~C~~	X	D	D	D
Power Supply & Generation, Minor (solar carports, small rooftop wind turbines, etc.)	~~D~~ P	~~D~~ P	~~D~~ P	C (must not inhibit drainage)	~~D~~	X	D	D	D
TRANSPORTATION AND COMMUNICATIONS									
Telecommunications Facilities, Major (cell towers, etc.)	~~D~~ P	~~D~~ P	~~D~~ P	~~D~~ P	~~D~~	C	C	C	C
Telecommunications Facilities, Minor (antennae for building rooftops, or small intra-project communication uses)	~~D~~ P	P	P	P	~~P~~	C	C	C	C
CANNABIS OR MARIJUANA USES ACCORDING TO DHS ORDINANCE									
Marijuana ~~Dispensaries~~ Storefront Retail Facilities ✓ *Coachillin SP allows ~~cannabis dispensary~~ for ONE (1) cannabis storefront retail facility to be located on parcel #29 only (commercial uses are allowed by SP on parcels abutting the main arterial Indian Canyon Drive in the MU zone) by "right" (not requiring cup)*	~~D~~ P #29	X	X	X	~~X~~	C	X	X	X

CATEGORY OF LAND USE	COACHILLIN SP					DHS ZONING CODE LAND USES			
	MU *(Mixed Use)*	LI *(Light Industrial)*	IE *(Industrial Energy & Utilities)*	AG *(Agricultural)*	~~PU *(Public Utility)*~~	C-G *(Commercial General)*	I-L *(Industrial Light)*	I-M *(Industrial Medium)*	I-E *(Industrial Energy)*
Marijuana Non-Storefront Retail Facilities *Coachillin SP allows Cannabis "non-storefront retail facilities" (i.e. delivery only) in Coachillin' parcels with MU and Industrial land uses by "right" (not requiring CUP)*	P	P	P	X		X	C	C	C
Marijuana Cultivation Facilities	~~D~~ P	~~D~~ P	~~D~~ P	X	~~X~~	X	C	X	X
Marijuana Manufacturing Facilities	~~D~~ P	~~D~~ P	~~D~~ P	X	~~X~~	X	C	X	X
Marijuana Testing Facilities	~~D~~ P	~~D~~ P	X	X	~~X~~	X	C	X	X
Marijuana Distribution Facilities	~~D~~ P	~~D~~ P	~~D~~ P	X	~~X~~	X	C	X	X

[1] No outdoor cultivation of marijuana. Per recent 2018 Farm Bill passed by Congress in December 2018, production of outdoor hemp shall be allowed in Agriculture zoned areas per regulatory conditions set forth in the 2018 Farm Bill.

2.2.4 Update to Development Standards

The development standards (Specific Plan Table 3-5 and Figure 3-4) have been updated to reflect a new structure height maximum limit for Parcel 30. The structure height for Parcel 30 is proposed to be 65 feet maximum. The maximum height for interior parcels remains at 65 feet. The maximum height for all other parcels adjacent to Indian Canyon Drive, 18th Avenue, 19th Avenue, and Calle De los Romos remain 55 feet; however, the 2-story maximum has been removed. All parcels remain subject to the Design Guidelines.

2.2.5 Update to Design Guidelines

Additional detail regarding the three monument signs for the Specific Plan area have been added to Section 4 of the Specific Plan.

2.2.6 Project Scenarios for Analysis

The applicant is proposing to modify the land uses on Parcels 30 and 31 to allow a hotel and amphitheater land use. For analysis purposes, a preliminary development scenario has been developed for analysis that includes buildout of the parcels. In this worst-case development scenario, Parcel 30 would include a four-story, 175-room, 150,000-gross-square-foot hotel, and Parcel 31 would include a 5,000-seat amphitheater. Project construction is anticipated to take one year. After construction, project analysis has assumed a maximum of an average of four concerts or special events in the amphitheater per month.

3.0 ENVIRONMENTAL REVIEW

3.1 Introduction

This section provides a discussion of the existing environment within and surrounding the Project site followed by a summary of prior environmental review and an analysis of the impacts of the proposed Coachillin' Specific Plan Amendment (Proposed Project). As described previously, an Initial Study (Appendix A) was prepared to determine which environmental resources had the potential for new or more severe environmental impacts. The analysis in the Initial Study determined that the impacts to most resources would be similar to those addressed in the Previous Project MND. However, the Initial Study determined that air quality, energy, greenhouse gas emissions, noise, and traffic should be further analyzed in updated technical studies. This section summarizes the results of those studies.

3.2 Air Quality

An air quality analysis was prepared for the Proposed Project (Ganddini Group Inc. 2019a). This study is summarized below.

3.2.1 Environmental Setting

The project site is located within the City of Desert Hot Springs, Riverside County and is within the Salton Sea Air Basin (SSAB). The SSAB is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The SCAQMD is responsible for developing the regional Air Quality Management Plan (AQMP).

During summer months, 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 when they reach the desert region. Most desert moisture arrives from infrequent warm, moist and unstable air masses from the south. The SSAB averages between three and seven 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 particulate matter. However, the mountains surrounding the region provide a barrier from more severe coastal influences and create a hot and dry low-lying desert. As the desert heats up it draws cooler air through the San Gorgonio Pass, generating strong and sustained winds that cross the fluvial (water caused) and aeolian (wind) erosion zones in the valley.

In relation to other cities in southern California, the City of Desert Hot Springs has good air quality. However, in the past few decades increased development and population growth, traffic, construction activity, and site disturbances have contributed to the deterioration of air quality in the Coachella Valley (Ganddini Group Inc. 2019a).

3.2.2 Prior Environmental Review

3.2.2.1 Previous Environmental Analysis

The air quality impacts associated with the Specific Plan were evaluated in the following documents:

- County of Riverside, Environmental Assessment Form: Initial Study and Mitigated Negative Declaration for Change of Zone No. 7597 and Plot Plan No 23155. State Clearinghouse Number 2008081058. November 2008; and
- City of Desert Hot Springs, Initial Study and Mitigated Negative Declaration Addendum for the Coachillin' Industrial Cultivation and Canna-Business Park. September 2017.

3.2.2.2 Previously Identified Significant Project Impacts

The Previous Project MND did not identify significant project impacts to air quality associated with the Specific Plan after the incorporation of mitigation measures.

3.2.2.3 Previously Identified Mitigation Measures

The following mitigation measures were identified in the Previous Project MND to reduce air quality impacts to less than significant:

In addition to compliance with SCAQMD Rule 403 and Rule 403.1:

AQ-1: Architectural coatings applied to project buildings are to be limited to 50 grams per liter (g/L) VOC and traffic paints shall be limited to 100g/L VOC content.

AQ-2: The project applicant shall ensure that all applicable SCAQMD Rules and Regulations are complied with during construction and the construction contractor use construction equipment that have Tier 3 or better engines for any on-site construction.

3.2.3 Discussion

As described below, construction-related emissions would be similar to the Previous Project and would be less than significant with the implementation of previously-approved Mitigation Measures AQ-1 and AQ-2. Mobile source emissions from operation of the amphitheater and hotel would be greater than the previously-approved cultivation uses. However, they would remain less than significant. This section discusses the following CEQA Guidelines Appendix G Initial Study Checklist questions:

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

b) Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard?

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

3.2.3.1 Construction Impacts

The unmitigated construction-related criteria pollutant emissions for each phase of the Proposed Project are shown in Table 3.2-1. None of the Proposed Project unmitigated emissions would exceed regional thresholds and a less than significant impact would occur. The Previous Project MND required the use of Tier 3 construction equipment and low-VOC architectural coatings and traffic paints (Mitigation Measures AQ-1 and AQ-2). These mitigation measures would also apply to the Proposed Project. Therefore, regional pollutant emissions from construction have also been calculated with these previously-adopted mitigation measures; these calculations are provided for informational purposes (Table 3.2-2).

Table 3.2-1. Unmitigated Construction-Related Regional Pollutant Emissions

Activity		Pollutant Emissions (pounds/day)[1]					
		ROG	NO_x	CO	SO_2	PM_{10}	$PM_{2.5}$
Grading	On-Site[2]	4.45	50.20	31.96	0.06	5.56	3.40
	Off-Site[3]	0.08	0.05	0.62	0.00	0.17	0.05
	Subtotal	4.53	50.25	32.58	0.06	5.72	3.45
Building Construction	On-Site[2]	2.63	24.17	22.02	0.03	1.45	1.35
	Off-Site[3]	1.42	10.86	10.43	0.05	2.90	0.83
	Subtotal	4.05	35.02	32.45	0.08	4.35	2.18
Paving	On-Site[2]	1.75	14.07	14.65	0.02	0.75	0.69
	Off-Site[3]	0.06	0.04	0.47	0.00	0.13	0.03
	Subtotal	1.82	14.10	15.12	0.02	0.88	0.73
Architectural Coating	On-Site[2]	41.04	1.68	1.83	0.00	0.11	0.11
	Off-Site[3]	0.23	0.13	1.72	0.00	0.46	0.12
	Subtotal	41.27	1.82	3.55	0.01	0.57	0.24
Total for overlapping phases[4]		47.14	50.94	51.12	0.11	5.80	3.14
SCAQMD Thresholds		75	100	550	150	150	55
Exceeds Thresholds?		No	No	No	No	No	No

Source: Ganddini Group, Inc. 2019a
Notes:
[1]CalEEMod Version 2016.3.2
[2]On-site emissions from equipment operated on-site that is not operated on public roads.
[3]Off-site emissions from equipment operated on public roads.
[4]Construction, paving, and painting phases may overlap.

Table 3.2-2. Mitigated Construction-Related Regional Pollutant Emissions

Activity		Pollutant Emissions (pounds/day)[1]					
		ROG	NO_x	CO	SO_2	PM_{10}	$PM_{2.5}$
Grading	On-Site[2]	1.52	29.98	36.72	0.06	4.68	2.70
	Off-Site[3]	0.08	0.05	0.62	0.00	0.17	0.05
	Subtotal	1.61	30.03	37.35	0.06	4.85	2.75
Building Construction	On-Site[2]	0.84	18.12	23.13	0.03	1.18	1.18
	Off-Site[3]	1.42	10.86	10.43	0.05	2.90	0.83
	Subtotal	2.27	28.98	33.57	0.08	4.08	2.00
Paving	On-Site[2]	0.96	11.30	17.30	0.02	0.61	0.61
	Off-Site[3]	0.06	0.04	0.47	0.00	0.13	0.03

Table 3.2-2. Mitigated Construction-Related Regional Pollutant Emissions

Activity		Pollutant Emissions (pounds/day)[1]					
		ROG	NO_x	CO	SO_2	PM_{10}	$PM_{2.5}$
	Subtotal	1.02	11.33	17.76	0.02	0.74	0.64
Architectural Coating	On-Site[2]	40.86	1.36	1.83	0.00	0.10	0.10
	Off-Site[3]	0.23	0.13	1.72	0.00	0.46	0.12
	Subtotal	41.09	1.49	3.55	0.01	0.56	0.22
Total for overlapping phases[4]		44.37	41.80	54.88	0.11	5.37	2.87
SCAQMD Thresholds		75	100	550	150	150	55
Exceeds Thresholds?		No	No	No	No	No	No

Source: Ganddini Group, Inc. 2019a
Notes:
[1]from CalEEMod Version 2016.3.2
[2]On-site emissions from equipment operated on-site that is not operated on public roads.
[3]Off-site emissions from equipment operated on public roads.
[4]Construction, paving, and painting phases may overlap.

The Proposed Project has been analyzed for potential local air quality impacts associated with construction-related fugitive dust and diesel emissions, toxic air contaminants, and odor impacts.

As shown in Table 3.2-3, the maximum number of acres disturbed in a day would be 4 acres during grading. The local air quality emissions from construction were analyzed using the SCAQMD's Mass Rate Localized Significant Threshold Look-up Tables and the methodology described in Localized Significance Threshold 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 carbon monoxide (CO), oxides of nitrogen (NO_x), particulate matter with a diameter of ten microns or less (PM_{10}), and particulate matter with a diameter of 2.5 microns or less ($PM_{2.5}$) from the Proposed Project could result in a significant impact to the local air quality.

Table 3.2-3. Maximum Number of Acres Disturbed Per Day

Activity	Equipment	Number	Acres/8hr-day	Total Acres
Grading	Scrapers	2	1	2
	Rubber Tired Dozers	1	0.5	0.5
	Graders	1	0.5	0.5
	Crawler Tractors[1]	2	0.5	1
Total for phase		-	-	4

Source: Ganddini Group, Inc. 2019a
Notes:
[1]Tractor/loader/backhoe is a suitable surrogate for a crawler tractor per SCAQMD staff.

Table 3.2-4 shows the estimated onsite emissions from the CalEEMod model for the different construction phases and the LST emissions thresholds. The data provided in Table 3.2.4 shows that none of the analyzed criteria pollutants would exceed the local emissions thresholds at the

nearest sensitive receptors. As stated previously, it is anticipated that the Proposed Project would also use Tier 3 level construction equipment. The construction-related emissions mitigated via use of Tier 3 equipment have been shown in Table 3.2-5. A less than significant local air quality impact would occur from construction of the Proposed Project. No additional mitigation is required.

Table 3.2-4. Unmitigated Local Construction Emissions at the Nearest Receptors

Activity	On-Site Pollutant Emissions (pounds/day)[1]			
	NO_X	CO	PM_{10}	$PM_{2.5}$
Grading	50.20	31.96	5.56	3.40
Building Construction	24.17	22.02	1.45	1.35
Paving	14.07	14.65	0.75	0.69
Architectural Coating	1.68	1.83	0.11	0.11
SCAQMD Thresholds[2]	769	26,212	223	112
Exceeds Threshold?	No	No	No	No

Source: Ganddini Group, Inc. 2019a
Notes:
[1]Calculated from CalEEMod and SCAQMD's Mass Rate Look-up Tables for 2 acres, to be conservative, at a distance of 500 meters in SRA 30 Coachella Valley.
[2]The nearest sensitive receptors to the project are the single-family detached residential dwelling units located approximately 0.39 miles (~627 meters) northeast of the project site; therefore, the 500-meter threshold was used.
General Note: The proposed project will disturb up to a maximum of 4 acre per day (see Table 3.2-3).

Table 3.2-5. Mitigated Local Construction Emissions at the Nearest Receptors

Activity	On-Site Pollutant Emissions (pounds/day)[1]			
	NO_X	CO	PM_{10}	$PM_{2.5}$
Grading	29.98	36.72	4.68	2.70
Building Construction	18.12	23.13	1.18	1.18
Paving	11.30	17.30	0.61	0.61
Architectural Coating	1.36	1.83	0.10	0.10
SCAQMD Thresholds[2]	769	26,212	223	112
Exceeds Threshold?	No	No	No	No

Source: Ganddini Group, Inc. 2019a
Notes:
[1]Calculated from CalEEMod and SCAQMD's Mass Rate Look-up Tables for 2 acres, to be conservative, at a distance of 500 m in SRA 30 Coachella Valley.
[2]The nearest sensitive receptors to the project are the single-family detached residential dwelling units located approximately 0.39 miles (~627 meters) northeast of the project site; therefore, the 500-meter threshold was used.
General Note: The proposed project will disturb up to a maximum of 4 acre per day (see Table 3.2-3).

Toxic Air Contaminant Impacts

The greatest potential for toxic air contaminant emissions would be from diesel particulate emissions associated with heavy equipment operations during construction of the Proposed Project. According to the Office of Environmental Health Hazard Assessment (OEHHA) and the SCAQMD, health effects from TACs are described in terms of individual cancer risk based on a lifetime (i.e., 30-year) resident exposure duration (Ganddini Group, Inc. 2019a). Given the temporary and short-term construction schedule (approximately 36 months), the Proposed Project would not result in a long-term (i.e., lifetime or 30-year) exposure as a result of project construction.

Additionally, the Proposed Project would comply with the CARB Air Toxics Control Measure that limits diesel powered equipment and vehicle idling to no more than 5 minutes at a location, and the CARB In-Use Off-Road Diesel Vehicle Regulation; compliance with these would minimize emissions of TACs during construction. Furthermore, construction-based particulate matter emissions (including diesel exhaust emissions) do not exceed any local or regional thresholds. Therefore, impacts from TACs during construction would be less than significant.

Odor Impacts

Activities that may emit odors during construction 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 to cease upon the drying or hardening of the odor producing materials. Due to the short-term nature and limited amounts of odor producing materials being utilized by the Proposed Project, no significant odor related impacts would occur during construction.

3.2.3.2 Operational Impacts

Operations-related air quality impacts associated with the Proposed Project were analyzed using CalEEMod Version 2016.3.2. CalEEMod analyzes operational emissions from area sources, energy usage, and mobile sources.

Worst-case scenario summer and winter criteria pollutant emissions resulting from the long-term operation of the Proposed Project are presented in Table 3.2-6. None of the analyzed criteria pollutants would exceed the regional emissions thresholds. Therefore, a less than significant regional air quality impact would occur from operation of the Proposed Project.

Table 3.2-6. Regional Operation Pollutant Emissions

Activity	Pollutant Emissions (pounds/day)[1]					
	ROG	NOx	CO	SO_2	PM_{10}	$PM_{2.5}$
Area Sources	4.76	0.00	0.03	0.00	0.00	0.00
Energy Usage	0.33	2.96	2.49	0.02	0.23	0.23
Mobile Sources	6.36	41.52	45.86	0.18	11.04	3.04
Total Emissions	11.45	44.48	48.37	0.20	11.27	3.26
SCAQMD Thresholds[2]	75	100	550	150	150	55
Exceeds Threshold?	No	No	No	No	No	No

Source: Ganddini Group, Inc. 2019a
Notes:
[1]CalEEMod Version 2016.3.2; the higher of either summer or winter emissions.
[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.

The Proposed Project has been analyzed for potential local CO emission impacts from the project-generated vehicular trips and from the potential local air quality impacts from onsite operations. The following analysis analyzes the vehicular CO emissions, local impacts from onsite operations per SCAQMD LST methodology, and odor impacts.

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 with project CO levels to the state and federal CO standards.

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

The Traffic Impact Analysis for the Proposed Project (Ganddini Group 2019c) showed that the Proposed Project would generate a maximum of approximately 3,963 daily weekday vehicle trips and 3,933 daily Saturday vehicle trips. These maximum trips would occur during concert days at the amphitheater. The intersection with the highest traffic volume is located at Indian Canyon Drive and 19th Avenue, which has a peak hour volume of 860 vehicles in the Project with Amphitheater Event Saturday Mid-Day scenario. 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 both the

intersection and ADT volumes fall far short of 100,000 vehicles per day, no CO hot spot modeling was performed, and no significant long-term air quality impact is anticipated to local air quality due to the operation of the Proposed Project.

Project-related air emissions from onsite sources such as architectural coatings, landscaping equipment, onsite use of natural gas appliances as well as the operation of vehicles on the site may have the potential to exceed the state and federal air quality standards in the project vicinity, even though these pollutant emissions may not be significant enough to create a regional impact to the Salton Sea portion of the South Coast Air Basin. The nearest sensitive receptors to Parcel 30 and Parcel 31 that may be affected by the Proposed Project are the single-family detached residential dwelling units located approximately 0.39 mile (627 meters) northeast of the project site.

According to SCAQMD LST methodology, LSTs would apply to the operational phase of a project, if the project includes stationary sources, or attracts mobile sources (such as heavy-duty trucks) that may spend long periods queuing and idling at the site – such as industrial warehouse/transfer facilities. The Proposed Project would include a 175-room hotel and an amphitheater and does not include such uses. Therefore, due the lack of stationary source emissions, no long-term localized significance threshold analysis is warranted (Ganddini Group Inc. 2019a, c).

Odor Impacts

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

3.2.3.3 Cumulative Impacts

When determining cumulative air quality impacts associated with a Proposed Project the SCAQMD recommends using two different methodologies: (1) that project-specific air quality impacts be used to determine the potential cumulative impacts to regional air quality; and (2) that a project's consistency with the current Air Quality Management Plan (AQMP) be used to determine its potential cumulative impacts.

CEQA requires a discussion of any inconsistencies between a proposed project and applicable General Plans and Regional Plans (CEQA Guidelines Section 15125). The applicable regional plan for the Proposed Project is the SCAQMD AQMP. A proposed project is consistent with the AQMP if it furthers one or more policies and does not obstruct other policies. The SCAQMD CEQA Handbook identifies two key indicators of consistency:

(1) Whether the project will result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations or delay timely

attainment of air quality standards or the interim emission reductions specified in the AQMP.

(2) Whether the project will exceed the assumptions in the AQMP in 2016 or increments based on the year of project buildout and phase.

Criterion 1 – Increase in the Frequency or Severity of Violations

Based on the air quality modeling analysis contained in the Air Quality Analysis prepared for the Proposed Project (Ganddini Group Inc. 2019a), short-term construction impacts would not result in significant impacts based on the SCAQMD regional and local thresholds of significance. Additionally, long-term operations would not result in significant impacts based on the SCAQMD local and regional thresholds. Therefore, the Proposed Project would be consistent with the AQMP for the first criterion.

Criterion 2 – Exceed Assumptions in the AQMP?

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

The previously-approved project included a General Plan amendment to change the site's Light Industrial General Plan designation to that of Mixed-Use Specific Plan. The Proposed Project would not result in an inconsistency with the current 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 second criterion.

Based on the above, the Proposed Project would not result in an inconsistency with the SCAQMD AQMP. Therefore, a less than significant impact would occur.

3.3 Energy

An energy analysis was prepared for the proposed Coachillin' Specific Plan Amendment (Ganddini Group Inc. 2019a). This study is summarized below.

3.3.1 Environmental Setting

3.3.1.1 Electricity

Southern California Edison (SCE) provides electricity services to the project area through state-regulated public utility contracts. SCE, the largest subsidiary of Edison International, is the primary

electricity supply company for much of Southern California. It provides 15 million people with electricity across a service territory of approximately 50,000 square miles. SCE has met or exceeded all Renewable Portfolio Standard requirements to date, procuring renewable energy from diverse sources, including biomass, biowaste, geothermal, hydroelectric, solar and wind. This Standard requires all California utilities to generate 33 percent of their electricity from renewables by 2020, 60 percent of their electricity from renewables by 2030, and 100 percent by 2045.

3.3.1.2 Natural Gas Services

The Southern California Gas Company provides natural gas services to the Project area. As the nation's largest natural gas distribution utility, the Southern California Gas Company delivers natural gas energy to 21.6 million consumers through 5.9 million meter connections in more than 500 communities. The Southern California Gas Company's service territory encompasses approximately 20,000 square miles throughout central and southern California, from Visalia to the Mexican border.

3.3.1.3 Transportation Energy Resources

The Proposed Project would attract vehicle trips resulting in the consumption of energy resources, predominantly gasoline and diesel fuel. Gasoline (and other vehicle fuels) are commercially provided commodities and would be available to the project customers and employees via commercial outlets.

3.3.2 Prior Environmental Review

3.3.2.1 Previous Environmental Analysis

Energy impacts associated with the Specific Plan were not evaluated in the previous environmental documents. The requirement to analyze energy was added as part of the 2019 amendments to the CEQA Guidelines.

3.3.2.2 Previously Identified Significant Project Impacts

The previous environmental documents did not review energy impacts as a separate section and therefore did not identify any significant project impacts associated with energy.

3.3.2.3 Previously Identified Mitigation Measures

Because the previous environmental documents did not review energy impacts as a separate section, no mitigation measures were identified.

3.3.3 Discussion

This section discusses the following CEQA Guidelines Appendix G Initial Study Checklist questions:

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

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

3.3.3.1 Construction Impacts

Construction of the Proposed Project is anticipated to last one year and be completed in one phase. Construction and staging would occur within the 12.66-acre project site.

Construction Equipment Electricity Usage Estimates

SCE would provide electrical service to the project site during construction. Energy consumption associated with the Proposed Project was estimated using a typical power cost per 1,000 square feet of building construction per month of $2.32 (Ganddini Group 2019a). The Proposed Project would develop a 175-room hotel and an amphitheater over the course of approximately 12 months. As estimated the total power cost of the onsite electricity usage during construction of the Proposed Project would be approximately $5,905.56.

Construction Equipment Fuel Estimates

Fuel consumption by construction equipment is anticipated to be the primary energy source expended during project construction. Table 3.3-1 shows the construction fuel consumption estimates for the Proposed Project (Ganddini 2019a).

Table 3.3-1. Construction Equipment Fuel Consumption Estimates

Phase	Number of Days	Off-Road Equipment Type	Amount	Usage Hours	Horse Power	Load Factor	HP hrs/day	Total Fuel Consumption (gal diesel fuel)
Grading	30	Excavators	2	8	158	0.38	961	1,558
	30	Graders	1	8	187	0.41	613	995
	30	Rubber Tired Dozers	1	8	247	0.4	790	1,282
	30	Scrapers	2	8	367	0.48	2,819	4,571
	30	Tractors/ Loaders/ Backhoes	2	8	97	0.37	574	931

Table 3.3-1. Construction Equipment Fuel Consumption Estimates

Phase	Number of Days	Off-Road Equipment Type	Amount	Usage Hours	Horse Power	Load Factor	HP hrs/day	Total Fuel Consumption (gal diesel fuel)
Building Construction	220	Cranes	1	7	231	0.29	469	5,576
	220	Forklifts	4	8	89	0.2	570	6,774
	220	Generator Sets	1	8	84	0.74	497	5,914
	220	Tractors/ Loaders/ Backhoes	5	7	97	0.37	1,256	14,938
	220	Welders	1	8	46	0.45	166	1,969
Paving	20	Pavers	2	8	130	0.42	874	944
	20	Paving Equipment	2	8	132	0.36	760	822
	20	Rollers	2	8	80	0.38	486	526
Architectural Coating	25	Air Compressors	1	6	78	0.48	225	304
Construction Fuel Demand (gallons of diesel fuel)								47,103

Source: Ganddini Group, Inc. 2019a

Construction Worker Fuel Estimates

Data regarding project-related construction worker trips were based on CalEEMod 2016.3.2 model defaults. Construction worker trips were assumed from light duty autos along area roadways. Additionally, vehicle fuel efficiencies were estimated using the CARB Emission Factors (EMFAC) model. Based on this model, aggregate fuel efficiency of 28.57 miles per gallon (mpg) was used to calculate vehicle miles traveled for construction worker trips. It is anticipated that construction worker trips would generate 690,525 vehicle miles traveled (VMT) as a result of the Proposed Project. Table 3.3-2 shows an estimated 24,170 gallons of fuel would be consumed for construction worker trips.

Table 3.3-2. Construction Fuel Consumption Estimates (Light Duty Vehicles)

Phase	Number of Days	Worker Trips/Day	Trip Length (miles)	Vehicle Miles Traveled	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption (gallons)
Grading	30	20	11	6,600	28.57	231
Building Construction	220	275	11	665,500	28.57	23,294
Paving	20	15	11	3,300	28.57	116
Architectural Coating	25	55	11	15,125	28.57	529
Total Construction Worker Fuel Consumption						24,170

Source: Ganddini Group, Inc. 2019a
Note: Assumptions for the worker trip length and vehicle miles traveled are consistent with CalEEMod 2016.3.2 defaults.

Construction Vendor/Hauling Fuel Estimates

Vendor and hauling trips were estimated to generate approximate 127,116 VMT. It was assumed that contractors would be responsible for bringing coatings and equipment associated with architectural coatings with them in their light duty trucks. Additionally, vendors delivering construction material or hauling debris form the site during grading were assumed to use medium to heavy duty vehicles with average fuel consumption of 8.5 mpg. As shown in Tables 3.3-3, approximately 14,955 gallons of fuel would be consumed from vendor and hauling trips in medium/heavy duty trucks.

Table 3.3-3. Construction Vendor Fuel Consumption Estimates (Medium/Heavy Duty Trucks)

Phase	Number of Days	Vendor Trips/Day	Trip Length (miles)	Vehicle Miles Traveled	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption (gallons)
Grading	30	0	5.4	0	8.5	0
Building Construction	220	107	5.4	127,116	8.5	14,955
Paving	20	0	5.4	0	8.5	0
Architectural Coating	25	0	5.4	0	8.5	0
Total Construction Worker Fuel Consumption						14,955

Source: Ganddini Group, Inc. 2019a
Note: Assumptions for the worker trip length and vehicle miles traveled are consistent with CalEEMod 2016.3.2 defaults.

Construction Energy Efficiency/Conservation Measures

Construction equipment proposed for the 12-month construction phase of the Proposed Project would adhere to CARB regulations and California emissions standards related to fuel efficiency. Specifically, the Proposed Project would require construction contractors to comply with applicable CARB regulations requiring the retrofitting, repowering, or replacement of diesel off-road construction equipment. The Proposed Project would also adhere to the Airborne Toxic Control Measure implemented by CARB and the California Code of Regulations Title 13, Motor Vehicles, Section 2449(d)(3) idling, with the intent to limit heavy-duty diesel motor vehicle idling in order to reduce public exposure to diesel particulate matter and other toxic air contaminants and minimizing unnecessary ad wasteful consumption of fuel. Therefore, construction of the Proposed Project would not result in the inefficient wasteful, or unnecessary consumption of fuel. A less than significant impact would occur.

3.3.3.2 Operational Impacts

Operational energy demands associated with the Proposed Project would include energy consumed by employee and patron vehicles accessing the project site, building operations, and maintenance activities. Using the CalEEMod outputs from the air quality and greenhouse gas analyses prepared for the Proposed Project, it is assumed that an average trip for autos and light trucks was assumed to be 12.5 miles and 3- to 4-axle trucks were assumed to travel an average of 5.4 miles.

Table 3.3-4 presents the estimated annual fuel consumption for all classes of vehicles (autos to heavy-heavy trucks). As shown in Table 3.3-4, approximately 872,508 gallons of fuel would be consumed per year during operation of the Proposed Project.

Table 3.3-4. Estimated Vehicle Operations Fuel Consumption

Vehicle Type	Vehicle Type	Number of Vehicles	Average Trip (miles)[1]	Daily VMT	Average Fuel Economy (mpg)	Total Gallons per Day	Total Annual Fuel Consumption (gallons)
Light Auto	Automobile	2,155	12.5	26,938	28.57	942.86	344,144
Light Truck	Automobile	149	12.5	1,863	14.08	132.28	48,282
Light Truck	Automobile	734	12.5	9,175	14.08	651.63	237,846
Medium Truck	Automobile	470	5.4	2,538	8.5	298.59	108,985
Light Heavy Truck	2-Axle Truck	64	5.4	346	8.5	40.66	14,840
Light Heavy Truck 10,000 lbs +	2-Axle Truck	20	5.4	108	8.5	12.71	4,638

Table 3.3-4. Estimated Vehicle Operations Fuel Consumption

Vehicle Type	Vehicle Type	Number of Vehicles	Average Trip (miles)[1]	Daily VMT	Average Fuel Economy (mpg)	Total Gallons per Day	Total Annual Fuel Consumption (gallons)
Medium Heavy Truck	3-Axle Truck	69	5.4	373	5.85	63.69	23,248
Heavy Heavy Truck	4-Axle Truck	272	5.4	1,469	5.85	251.08	91,643
Total		3,933	--	42,808	11.74	2,393.50	--
Total Annual Fuel Consumption							873,626

Source: Ganddini Group, Inc. 2019a
Note:
[1]Based on the size of the site and relative location, trips were assumed to be local rather than regional.

Natural gas and electricity demand from building operations and site maintenance are presented in Table 3.3-5.

Table 3.3-5. Project Annual Operational Energy Demand Summary

Natural Gas Demand	Kbtu/year
Hotel Use	9,001,500
Amphitheater	2,018,440
Total	11,019,940
Electricity Demand	**kWh/year**
Hotel Use	2,721,000
Amphitheater	630,569
Total	3,351,569

Source: Ganddini Group, Inc. 2019a

Renewable Energy and Energy Efficiency Plan Consistency

The project site is located in an area planned for development and would not interfere with, nor otherwise obstruct plans such as the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). The ISTEA requires Metropolitan Planning Organizations (MPOs) to adopt policies defining the social, economic, energy, and environmental values guiding transportation decisions.

The Proposed Project would comply with the California Green Building Standard Code requirements for energy efficient buildings and appliances as well as utility energy efficiency programs implemented by SCE and Southern California Gas Company.

Regarding the State's Renewable Energy Portfolio Standards, the Proposed Project would be required to meet or exceed the energy standards established in the California Green Building Standards Code, Title 24, Part 11 (CALGreen). CalGreen Standards require that new buildings reduce water consumption, employ building commissioning to increase building system efficiencies, divert construction waste from landfills, and install low pollutant-emitting finish materials. A less than significant impact would occur.

3.3.3.3 Cumulative Impacts

Construction and operation of the Proposed Project would not result in the inefficient, wasteful or unnecessary consumption of energy. Further, the energy demands of the Proposed Project can be accommodated within the context of available resources and energy delivery systems. The Proposed Project would therefore not result in the need for additional energy producing or transmission facilities. Additionally, the Proposed Project would not result in long-term impacts on SCE of SoCal Gas future energy development or future energy conservation strategies.

3.4 Greenhouse Gas Emissions

A greenhouse gas analysis was prepared for the proposed Coachillin Specific Plan Amendment (Ganddini Group Inc. 2019a). This study is summarized below.

3.4.1 Environmental Setting

Atmospheric greenhouse gases (GHGs) play a critical role in the Earth's radiation by trapping infrared radiation emitted from the Earth's surface, which otherwise would have escaped to space. This process is known as the greenhouse effect and is responsible for maintaining a habitable climate. GHGs contributing to this process include carbon dioxide (CO_2), methane (CH_4), ozone (O_3), water vapor, nitrous oxide (N_2O), and chlorofluorocarbons (CFCs). Anthropogenic (originating from human activity) emissions of GHGs 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. GHG emissions that contribute to global warming can be attributed to human activities associated with industrial/manufacturing, agriculture, utilities, transportation, and residential land uses. Additionally, transportation is responsible for approximately 41 percent of California's GHG emissions, followed by electricity generation. Emissions of CO_2 and NO_x are byproducts of fossil fuel combustion. CH_4, a potent greenhouse gas, results from off-gassing associated with agricultural practices and landfills. Sinks of CO_2, where CO_2 is stored outside of the atmosphere, include uptake by vegetation and dissolution into the ocean.

3.4.1.1 Regional Regulations – SCAQMD

The Proposed Project is located within the SSAB which is under the jurisdiction of the SCAQMD.

SCAQMD Regulation XXVII, Climate Change

SCAQMD Regulation XXVII currently includes three rules:

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

SCAQMD Threshold Development

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

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

- Tier 1 consists of evaluating whether or not the project qualifies for any applicable exemption 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 greenhouse gas reduction plan, it does not have significant greenhouse gas emissions.
- Tier 3 consists of screening values, which the lead agency can choose, but must be consistent with all projects within its jurisdiction. A project's construction emissions are averaged over 30 years and are added to a project's operational emissions. If a project's emissions are under one of the following screening thresholds, then the project is less than significant:
    - All land use types: 3,000 million tons of CO_2 equivalents ($MTCO_2e$) 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 by a certain percentage; this percentage is currently undefined.

- Option 2: Early implementation of applicable Assembly Bill (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 Order's objective would contribute to worldwide efforts to cap carbon dioxide concentrations at 450 ppm, thus stabilizing global climate. Specifically, the Tier 3 screening level for stationary sources is based on an emission capture rate of 90 percent for all new or modified projects. A 90-percent emission capture rate means that 90 percent of total emissions from all new or modified stationary source projects would be subject to a CEQA analysis. A GHG significance threshold based on a 90-percent emission capture rate may be more appropriate to address the long-term adverse impacts associated with global climate change because most projects will be required to implement GHG reduction measures. Further, a 90-percent emission capture rate sets the emission threshold low enough to capture a substantial fraction of future stationary source projects that will be constructed to accommodate future statewide population and economic growth, while setting the emission threshold high enough to exclude small projects that will in aggregate contribute a relatively small fraction of the cumulative statewide GHG emissions. This assertion is based on the fact that staff estimates that these GHG emissions would account for slightly less than one percent of future 2050 statewide GHG emissions target (85 $MMTCO_2e$ per year). In addition, these small projects may be subject to future applicable GHG control regulations that would further reduce their overall future contribution to the statewide GHG inventory. Finally, these small sources are already subject to Best Available Control Technology requirements for criteria pollutants and are more likely to be single-permit facilities, so they are more likely to have few opportunities readily available to reduce GHG emissions from other parts of their facility.

Because neither the CARB nor the California Office of Planning and Research has developed GHG emissions threshold, the SCAQMD formed a Working Group to develop significance thresholds related to GHG emissions. At the September 28, 2010 Working Group meeting, the SCAQMD released its most current version of the draft GHG emissions thresholds, which recommends a tiered approach that provides a quantitative annual threshold of 10,000 $MTCO_2e$ for industrial uses.

3.4.1.2 Local Regulations – City of Desert Hot Springs

A Climate Action Plan (CAP) was adopted by the City of Desert Hot Springs in June 2013. This plan sets forth goals to reduce emissions to achieve the targets of AB 32. The CAP identifies that the community will have to reach a 36.4-percent reduction from 2010 baseline emissions or a 43.2-

percent reduction from 2020 business-as-usual emissions by 2020 in order to obtain the AB 32 target emissions. These CAP targets are 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 of Desert Hot Springs would have to increase its population by 78.9 percent by 2020 to validate the reduction target percentage.

The City of Desert Hot Springs 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 installation. The CAP also promotes the use of drought tolerant desert landscaping for parks, recreational facilities and golf courses.

3.4.2 Prior Environmental Review

3.4.2.1 Previous Environmental Analysis

The GHG emissions impacts associated with the Previous Project were evaluated in the following document:

- City of Desert Hot Springs, Initial Study and Mitigated Negative Declaration Addendum for the Coachillin' Industrial Cultivation and Canna-Business Park. September 2017

3.4.2.2 Previously Identified Significant Project Impacts

The Previous Project MND identified a less-than-significant impact from greenhouse gas emissions with the incorporation of Project design features.

3.4.2.3 Previously Identified Mitigation Measures

No significant impacts were identified; therefore, no mitigation measures were required.

3.4.3 Discussion

The analysis for the Proposed Project (Ganddini Group 2019a) determined that, although emissions from mobile sources would increase, impacts from the Proposed Project would remain less than significant with the incorporation of the same Project design features adopted for the Previous Project.

This section discusses the following CEQA Guidelines Appendix G Initial Study Checklist questions:

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

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

3.4.3.1 Greenhouse Gas Emissions

To determine whether the Proposed Project's GHG emissions are significant, this analysis uses the draft SCAQMD screening threshold of 3,000 $MTCO_2e$ per year for all land uses. The analysis also evaluates the Proposed Project's compliance with the emissions-reducing measures, goals, and policies provided in the City's CAP.

Table 3.4-1 shows GHG emissions from operation of the Proposed Project. Table 3.4-1 shows that the Proposed Project's total GHG emissions with incorporation of design features would be 2,233.63 $MTCO_2e$ per year. The design features that are specific to Parcels 30 and 31 include:

- Onsite sustainability design features, including solar panel and wind generation, will provide at least 40 percent of the Proposed Project's energy needs.
- All faucets, toilets, and showers installed in the proposed structures will used low-flow fixtures that would reduce indoor water demand by at least 20 percent per CalGreen Standards.
- Onsite recycling programs will be included that reduce waste to landfills by 75 percent per AB 341.
- Re-application of architectural coatings to project buildings will be limited to 50 grams per liter VOC and traffic paints shall be limited to 100 grams per liter VOC content.
- At least 85 new trees shall be planted on Parcels 30 and 31.
- High-efficiency lighting that is at least 34 percent more efficient than standard is to be used onsite and Energy Star® appliances will be installed wherever appliances are required onsite.
- Grey water will be used for all landscaping irrigation onsite.

All of the design features from the Previous Project will continue to apply to the other parcels in the Specific Plan. These design features are listed below for reference:

- Onsite solar panel, parabolic solar, and wind generation that will provide at least 66 percent of the proposed project's electrical energy needs.
- All faucets, toilets and showers installed in the proposed structures will utilize low-flow fixtures that would reduce indoor water demand by at least 20 percent per CalGreen Standards.
- Onsite recycling programs will be included that reduce waste to landfills by 90 percent.
- Re-application of architectural coatings to project buildings will be limited to 50 grams per liter VOC and traffic paints shall be limited to 100 g/L VOC content.
- Employee vanpool/ride share programs shall be provided for at least 25 percent of on-site employees.

- At least 1,166 new trees shall be planted onsite, as identified in the project landscaping plan.
- Energy-saving features of the project exceed 2016 Title 24 Standards energy requirements by at least 32 percent and that Energy Star® appliances are installed wherever appliances are required onsite.
- Grey water be used for all landscaping irrigation onsite.

With implementation of the above listed design features, the Proposed Project would not exceed the SCAQMD draft threshold of 3,000 $MTCO_2e$ per year for all land uses (Table 3.4-1).

Table 3.4-1. Project-Related Greenhouse Gas Emissions with Project Design Features that Reduce Greenhouse Gas Emissions

Category	Greenhouse Gas Emissions (Metric Tons/Year)[1]					
	Bio-CO_2	NonBio-CO_2	CO_2	CH_4	N_2O	CO_2e
Area Sources[2]	0.00	0.00	0.00	0.00	0.00	0.00
Energy Usage[3]	0.00	1,163.06	1,163.06	0.04	0.02	1,168.61
Mobile Sources[4]	0.00	967.38	967.38	0.09	0.00	969.67
Waste[5]	6.11	0.00	6.11	0.36	0.00	15.13
Water[6]	8.30	108.57	116.88	0.86	0.02	53.49
Construction[7]	0.00	29.61	29.61	0.00	0.00	29.74
Sequestration[8]						-3.01
Total Emissions	14.41	3,315.62	3,330.03	1.46	0.04	2,233.63
SCAQMD Draft Threshold						3,000
Exceeds Threshold						No

Source: Ganddini Group, Inc. 2019a

Notes:

[1]CalEEMod Version 2016.3.2 for Opening Year 2021.
[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 CO_2 and CH_4 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. Per developer, 86% of the site's potable water is sourced from on-site well; therefore the CAPCOA WSW-3 reduction measure was used to calculate a reduction of 63% in CO_2e, resulting in 53.4946 $MTCO_2e$ instead of the 144.58 total $MTCO_2e$.
[7]Construction GHG emissions CO_2e based on a 30-year amortization rate.
[8]CO_2 sequestration from the planting of ~85 trees (60.18/20 years [trees' lifetime])

The Proposed Project also intends to incorporate an urban algae canopy that would provide shade to the site, generate oxygen, and sequester carbon dioxide from the ambient air; however,

as specifics regarding the extent and exact location of the urban algae canopy are unknown at the time of this analysis, no reductions have been taken.

Although the Proposed Project is expected to emit GHGs, the emission of GHGs by a single project into the atmosphere is not itself necessarily an adverse environmental effect. Rather, it is the increased accumulation of GHG from more than one project and many sources in the atmosphere that may result in global climate change. Therefore, in the case of global climate change, the proximity of the Proposed Project to other GHG emission generating activities is not directly relevant to the determination of a cumulative impact because climate change is a global condition. According to CAPCOA, "GHG impacts are exclusively cumulative impacts; there are no non-cumulative GHG emission impacts from a climate change perspective." The resultant consequences of that climate change can cause adverse environmental effects. A Proposed Project's GHG emissions typically would be very small in comparison to state or global GHG emissions and, consequently, they would, in isolation, have no significant direct impact on climate change. Because project-related GHG emissions below thresholds, they not are considered to have a significant contribution to cumulative global climate change impacts.

3.4.3.2 Consistency with Desert Hot Springs CAP

The City of Desert Hot Springs adopted a CAP in 2013. The CAP set goals to reduce emissions in order to achieve AB 32 targets. In order to meet these targets, the CAP provides programs and policies in various sectors of the community including transportation, residential buildings, commercial buildings, government incentives, renewable energy, cross-cutting initiatives, solid waste, and water. The Proposed Project would comply with all applicable greenhouse gas reducing programs and policies identified in the CAP. As shown in Table 3.4-3 below, the Proposed Project would be consistent with applicable measures found in the CAP and would not conflict with any applicable plan, policy, or regulation adopted with the purpose of reducing greenhouse gas emission. Impacts would be less than significant.

Table 3.4-3. City of Desert Hot Springs CAP Applicable Measures Project Comparison

Sector	CAP Measures to Reduce GHG 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 project will comply with AB 341 which includes recycling programs that reduces waste to landfills by up to 75% by 2020. The previously approved cultivation uses on other parcels include 90% of solid (plant) waste to be recycled onsite (goes to vermiculture).
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 project will comply with AB 341 which includes recycling programs that reduces waste to landfills by up to 75% by 2020. The previously approved cultivation uses on other parcels include 90% of solid (plant) waste to be recycled onsite (goes to vermiculture).

Table 3.4-3. City of Desert Hot Springs CAP Applicable Measures Project Comparison		
Sector	CAP Measures to Reduce GHG Emissions	Project Compliance with Measure
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 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 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 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 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%	Consistent. The Proposed Project's landscape design complies with the City's landscaping standards and accommodates the surrounding desert landscape. In addition, both the Previous Project and the Proposed Project include 100% landscape irrigation from grey water and water-efficient irrigation.
Sphere – How We Build		
Commercial Buildings	Sustainable Parking Lots: Program to reduce the heat island effect through the promotion of parking lot coverings and coatings and semi permeable surfaces for new construction to achieve 20% of existing parking lots, and 80% of new parking lots.	Consistent. The Proposed Project and Previous Project both include the planting of trees in the parking lot that would provide shade and reduce the heat island effect and semi-permeable paving will be used as required by the City.
Commercial Buildings	Cool Roofs: Promote the installation of reflective roofing on commercial/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.

Table 3.4-3. City of Desert Hot Springs CAP Applicable Measures Project Comparison		
Sector	CAP Measures to Reduce GHG Emissions	Project Compliance with Measure
Government Initiatives	Green Building Program: Promote the voluntary Green Building Program to prepare for enhanced Title 24 requirements and green building standards.	Consistent. The Proposed Project will comply with the California Green Building Standards Code.
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 temporary parking areas that are not to be paved. These areas will reduce the runoff from the project site to its pre-developed rate and meet water quality requirements.

Source: Ganddini Group, Inc. 2019a

3.5 Noise

A noise impact analysis was prepared for the proposed Coachillin' Specific Plan Amendment (Ganddini Group, Inc. 2019b). This study is summarized below.

3.5.1 Environmental Setting

The Proposed Project site would be located on vacant land bordered by vacant land to the north and east, 19th Avenue and commercial uses to the south, and Indian Canyon Drive to the west. The nearest sensitive land uses to the project site are the single-family detached residential dwelling units located approximately 0.39 mile northeast of the project site. Tables 3.5-1 and 3.5-2 provide a summary of short-term and long-term ambient noise, respectively.

Table 3.5-1. Short-Term Noise Measurement Summary								
Daytime Measurements (dBA)								
Site Location	Time Started	L_{eq}	L_{max}	L_{min}	L_2	L_8	L_{25}	L_{50}
STNM1	12:01 PM	56.6	74.1	34.3	67.3	60.8	50.4	42.9
STNM2	12:46 PM	56.2	74.6	42.2	64.5	59.1	55.6	52.3
STNM3	1:27 PM	59.2	75.5	43.2	65.2	61.7	59.8	57.8
STNM4	2:23 PM	51.3	71.5	38.1	59.6	51.6	44.4	41.2
STNM5	3:20 PM	40.7	69.7	34.4	47.5	43.8	41.0	39.4
STNM6	4:01 PM	58.3	72.6	36.0	67.2	63.4	57.3	50.8
STNM7	4:44 PM	46.4	62.3	39.9	52.3	47.9	46.1	44.7

Source: Ganddini Group, Inc. 2019b
Notes: dBA = decibels on the A weighted scale; L_{eq} = average noise level over a period of time; L_{max} = maximum level of noise measured using a sound level meter; L_{min} = minimum level of noised measured using a sound level meter: L_2, L_8, L_{25}, L_{50} = A weighted noise levels at 2%, 8%, 25% and 50%, respectively of the time period.

Short-term ambient noise levels were conducted to document the existing noise environment. As shown in Table 3.5-1, existing noise levels ranged between 40.7 and 59.2 dBA L_{eq} (average noise level over a period of time, on the A weighted decibel scale). Hourly noise levels (L_{eq}) recorded during a 24-hour ambient noise measurement ranged from 43.1 to 60.3 dBA L_{eq}. The dominant noise sources in the Project area included vehicles traveling along Tramview Road, North Indian Canyon Drive, Diablo Road, Avenue Manzana, Camino Idilio, Palm Drive, and other surrounding roadways.

Table 3.5-2. Long-Term Noise Measurement Summary

24-Hour Ambient Noise (dBA)								
Hourly Measurements	Time Started	L_{eq}	L_{max}	L_{min}	L_2	L_8	L_{25}	L_{50}
Overall Summary	7:00 PM	52.0	72.3	36.1	60.8	56.4	51.4	46.9
1	7:00 PM	53.0	63.8	47.1	58.3	55.5	53.5	51.9
2	8:00 PM	56.6	69.7	46.6	63.2	60.2	57.1	54.5
3	9:00 PM	60.3	72.3	50.5	65.6	63.6	61.3	59.0
4	10:00 PM	56.2	72.0	46.2	62.5	59.4	56.5	54.2
5	11:00 PM	53.9	66.9	45.7	58.9	56.7	54.7	52.7
6	12:00 AM	54.5	63.2	43.9	60.5	58.4	55.8	52.8
7	1:00 AM	46.0	61.7	39.7	50.1	48.1	46.5	45.2
8	2:00 AM	45.3	60.8	39.0	48.9	47.3	45.9	44.7
9	3:00 AM	44.5	57.8	36.8	50.7	47.4	45.0	43.0
10	4:00 AM	45.9	60.1	37.1	51.6	48.8	46.6	44.3
11	5:00 AM	48.5	66.5	42.2	52.7	50.8	48.9	47.4
12	6:00 AM	50.8	67.6	40.8	56.3	53.0	50.8	48.7
13	7:00 AM	50.6	68.7	42.6	55.2	52.2	50.2	49.0
14	8:00 AM	48.3	67.4	39.0	52.8	51.2	49.4	45.7
15	9:00 AM	48.6	64.6	37.3	57.8	52.5	47.3	44.1
16	10:00 AM	50.4	68.5	39.4	57.4	54.2	50.5	47.5
17	11:00 AM	50.6	66.3	41.1	56.7	54.3	51.2	48.5
18	12:00 PM	49.3	66.7	37.4	56.6	53.5	49.6	46.4
19	1:00 PM	46.2	65.8	36.8	53.4	50.1	45.7	42.2
20	2:00 PM	49.2	67.7	36.1	57.8	51.3	46.7	43.5
21	3:00 PM	46.0	57.9	36.7	52.8	49.7	46.3	43.7
22	4:00 PM	43.1	57.0	36.6	50.2	46.1	42.9	40.9
23	5:00 PM	43.8	63.2	37.4	50.8	45.8	42.9	41.4
24	6:00 PM	44.3	68.5	37.5	48.9	44.8	43.4	41.5

Source: Ganddini Group, Inc 2019b

Notes: dBA = decibels on the A weighted scale; L_{eq} = average noise level over a period of time; L_{max} = maximum level of noise measured using a sound level meter; L_{min} = minimum level of noised measured using a sound level meter: L_2, L_8, L_{25}, L_{50} = A weighted noise levels at 2%, 8%, 25% and 50%, respectively of the time period.

3.5.2 Prior Environmental Review

3.5.2.1 Previous Environmental Analysis

The noise impacts associated with the Previous Project were evaluated in the following documents:

- County of Riverside, Environmental Assessment Form: Initial Study and Mitigated Negative Declaration for Change of Zone No. 7597 and Plot Plan No 23155. State Clearinghouse Number 2008081058. November 2008; and
- City of Desert Hot Springs, Initial Study and Mitigated Negative Declaration Addendum for the Coachillin' Industrial Cultivation and Canna-Business Park. September 2017.

3.5.2.2 Previously Identified Significant Project Impacts

The Previous Project identified noise impacts that would be less than significant with the incorporation of mitigation measures NM-1 through NM-4.

3.5.2.3 Previously Identified Mitigation Measures

NM-1: 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.

NM-2: 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 project construction.

NM-3: The project proponent shall mandate that the construction contractor prohibit the use of music or sound amplification on the project site during construction.

NM-4: The construction contractor shall limit haul truck deliveries to the same hours specified for construction equipment.

3.5.3 Discussion

As described below, noise impacts from the amphitheater and hotel land uses would increase from the Previous Project. However, impacts would remain less than significant with the incorporation of Mitigation Measures NM-1 through NM-4 and new Mitigation Measures NM-5 and NM-6.

This section discusses the following CEQA Guidelines Appendix G Initial Study Checklist questions:

a) Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

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

3.5.3.1 Construction Impacts

The Proposed Project would result in short-term construction noise from activities such as grading, building construction, paving, and architectural coating. Construction noise associated with these activities would vary depending on the type of equipment used, location of construction activities with respect to nearby sensitive receptors, schedule (hour and day of the week), and duration of construction work. For the purpose of this analysis, construction noise was calculated at nearby sensitive receptors using Federal Transit Administration (FTA) methodology applying the following parameters: distance to each sensitive receiver equipment usage, percent usage factor, and baseline parameters for the project site.

Table 3.5-3 shows a comparison of existing ambient noise levels and Project construction noise levels at the nearest receptor locations.

Table 3.5-3. Construction Noise Levels

Receptor Location	Phase	Construction Noise Levels (L_{eq})			
		Existing Ambient Noise Levels	Unmitigated Noise Levels	Combined Noise Levels	Increase (dB)
South	Grading	56.2	68.4	68.7	12.5
Northeast		52	55.2	56.9	4.9
South	Building Construction	56.2	66.9	67.3	11.1
Northeast		52	53.7	55.9	3.9
South	Paving	56.2	62.2	63.2	7.0
Northeast		52	49.0	53.8	1.8
South	Architectural Coating	56.2	52.9	57.9	1.7
Northeast		52	39.7	52.2	0.2

Source: Ganddini Group, Inc. 2019b

According to FTA methodology, daytime construction noise levels should not exceed 80 dBA L_{eq} for an 8-hour period at residential uses and 85 dBA L_{eq} for an 8-hour period at commercial uses. As shown in Table 3.5-3, the Proposed Project construction activities would not exceed the residential threshold of 80 dBA $_{Leq}$ for an 8-hour period at the closest residential receptor located

approximately 0.39 miles (approximately 2,060 feet) northeast of the Project site, nor will it exceed the commercial threshold of 85 dBA L_{eq} for an 8-hour period ad adjacent commercial receptors.

Additionally, the Proposed Project would comply with the City of Desert Hot Springs Municipal Code Section 9.04.030, which permits construction related activities between the hours of 7:00am to 5:00pm, except when daylight savings time is in effect, and to the hours of 6:00am to 6:00pm during daylight savings time. Construction activities are not permitted on Sundays.

With adherence to the above-mentioned ordinances and previously-adopted mitigation measures NM-1 through NM-4, impacts associated with construction noise would be less than significant.

3.5.3.2 Operational Impacts

Noise Impacts to Off-Site Receptors Due To Project-Generated Trips

Project-generated traffic noise level scenarios were modeled utilizing the FHWA Traffic Noise Prediction Model - FHWA-RD-77-108 for operational noise. The potential offsite noise impacts caused by an increase of traffic from operation of the Proposed Project on nearby roadways were calculated for the following scenarios:

Existing Year (without Project): This scenario refers to existing year traffic noise conditions.

Existing Year (with Project without Amphitheater Event): This scenario refers to existing year plus project traffic noise conditions without an amphitheater event occurring.

Existing Year (with Project with Amphitheater Event): This scenario refers to existing year plus project traffic noise conditions with an amphitheater event occurring.

As shown in Table 3.5-4, modeled Existing scenario traffic noise levels range between 55.7 and 76.8 dBA Community Equivalent Noise Level (CNEL) and modeled Existing Plus Project without Amphitheater Event scenario traffic noise levels range between 57.8 and 77.9 dBA CNEL at the right-of-way of each modeled roadway segment. In addition, as shown in Table 3.5-5, modeled Existing Plus Project with Amphitheater Event scenario traffic noise levels range between 57.8 and 78.4 dBA CNEL at the right-of-way of each modeled roadway segment.

Table 3.5-4. Change in Existing Noise Levels Along Roadways as a Result of Project without Amphitheater Event

Roadway	Segment	Distance from roadway centerline to right-of-way (feet)[2]	Modeled Noise Levels (dBA CNEL)[1]				
			Existing without Project at right-of-way	Existing Plus Project without Amphitheater Event at right-of-way	Change in Noise Level	Exceeds Standards[3]	Increase of 5 dB or More
Pierson Blvd	East of Indian Canyon Dr	55	70.26	70.43	0.17	Yes	No
Dillon Road	West of Indian Canyon Dr	55	67.83	68.32	0.49	Yes	No
	East of Indian Canyon Dr	55	73.80	73.98	0.18	Yes	No
18th Ave	East of Indian Canyon Dr	30	55.71	59.35	3.64	No	Yes
19th Ave	East of Indian Canyon Dr	30	59.91	59.91	0.00	No	No
20th Ave	East of Indian Canyon Dr	55	68.51	69.94	1.43	Yes	No
Garnet Ave	West of Indian Canyon Dr	44	67.89	70.15	2.26	Yes	No
Tramview Road	West of Indian Canyon Dr	30	57.46	57.78	0.32	No	No
San Rafael Dr	East of Indian Canyon Dr	44	68.44	68.52	0.08	Yes	No
Racquet Club Dr	East of Indian Canyon Dr	44	68.10	68.16	0.06	Yes	No
Indian Canyon Dr	North of Pierson Blvd	55	72.04	72.11	0.07	Yes	No
	Pierson Blvd to Dillon Road	55	73.24	73.39	0.15	Yes	No
	Dillon Road to 18th Ave	67	74.42	74.72	0.30	Yes	No
	18th Ave to North Project Driveway	67	74.42	74.63	0.21	Yes	No
	North Project Driveway to 19th Ave	67	74.39	76.27	1.88	Yes	No
	19th Ave to 20th Ave	67	74.39	76.27	1.88	Yes	No
	20th Ave to Garnet Ave	50	76.81	77.92	1.11	Yes	No
	Garnet Ave to Tramview Road	50	76.16	76.33	0.17	Yes	No
	Tramview Road to San Rafael Dr	50	74.95	75.08	0.13	Yes	No
	San Rafael Dr to Racquet Club Dr	50	74.95	75.03	0.08	Yes	No
	South of Racquet Club Dr	50	73.88	73.95	0.07	Yes	No

Source Ganddini Group, Inc. 2019b
Notes:

[1]Exterior noise levels calculated 5 feet above pad elevation, perpendicular to subject roadway.
[2]Right of way per the City of Desert Hot Springs General Plan Circulation Element (2000) or the City of Palm Springs 2007 General Plan Circulation Element.
[3]Per the City of Desert Hot Springs normally acceptable standard for single-family detached residential dwelling units.

Table 3.5-5. Change in Existing Noise Levels Along Roadways as a Result of Project With Amphitheater Event

Roadway	Segment	Distance from roadway centerline to right-of-way (feet)[2]	Modeled Noise Levels (dBA CNEL)[1]				
			Existing Without Project at right-of-way	Existing Plus Project Without Amphitheater Event at right-of-way	Change in Noise Level	Exceeds Standards[3]	Increase of 5 dB or More
Pierson Blvd	East of Indian Canyon Dr	55	70.26	70.51	0.25	Yes	No
Dillon Road	West of Indian Canyon Dr	55	67.83	68.32	0.49	Yes	No
	East of Indian Canyon Dr	55	73.80	74.02	0.22	Yes	No
18th Ave	East of Indian Canyon Dr	30	55.71	59.35	3.64	No	Yes
19th Ave	East of Indian Canyon Dr	30	59.91	63.18	3.27	Yes	Yes
20th Ave	East of Indian Canyon Dr	55	68.51	70.97	2.46	Yes	No
Garnet Ave	West of Indian Canyon Dr	44	67.89	71.14	3.25	Yes	No
Tramview Road	West of Indian Canyon Dr	30	57.46	57.78	0.32	No	No
San Rafael Dr	East of Indian Canyon Dr	44	68.44	68.59	0.15	Yes	No
Racquet Club Dr	East of Indian Canyon Dr	44	68.10	68.23	0.13	Yes	No
Indian Canyon Dr	North of Pierson Blvd	55	72.04	72.11	0.07	Yes	No
	Pierson Blvd to Dillon Road	55	73.24	73.44	0.20	Yes	No
	Dillon Road to 18th Ave	67	74.42	74.78	0.36	Yes	No
	18th Ave to North Project Driveway	67	74.42	74.69	0.27	Yes	No
	North Project Driveway to 19th Ave	67	74.39	76.27	1.88	Yes	No
	19th Ave to 20th Ave	67	74.39	77.16	2.77	Yes	No
	20th Ave to Garnet Ave	50	76.81	78.36	1.55	Yes	No
	Garnet Ave to Tramview Road	50	76.16	76.38	0.22	Yes	No
	Tramview Road to San Rafael Dr	50	74.95	75.13	0.18	Yes	No
	San Rafael Dr to Racquet Club Dr	50	74.95	75.08	0.13	Yes	No
	South of Racquet Club Dr	50	73.88	73.98	0.10	Yes	No

Source Ganddini Group, Inc. 2019b
Notes:

[1]Exterior noise levels calculated 5 feet above pad elevation, perpendicular to subject roadway.
[2]Right of way per the City of Desert Hot Springs General Plan Circulation Element (2000) or the City of Palm Springs 2007 General Plan Circulation Element.
[3]Per the City of Desert Hot Springs normally acceptable standard for single-family detached residential dwelling units.

Increases in ambient noise due to project-generated vehicle traffic is considered substantial if the Proposed Project results in an increase of at least 5 dBA CNEL and: (1) the existing noise levels already exceeds the applicable land use compatibility standard for the affected sensitive receptors set forth in the Noise Element of the City's General Plan; or (2) the Proposed Project increases noise levels by at least 5 dBA CNEL and raises the ambient noise level from below the 65 dBA CNEL standard to above 65 dBA CNEL.

All modeled roadway segments are anticipated to change the noise level between approximately 0 to 3.64 dBA CNEL for the Existing Plus Project without Amphitheater Event scenario and 0.07 to 3.64 dBA CNEL for the Existing Plus Project with Amphitheater Event scenario. Therefore, changes in noise levels would be less than 5 dBA CNEL with the Proposed Project. Noise associated with the Proposed Project would be considered less than significant. No additional mitigation is required.

Transportation Noise Impacts to the Proposed Project

The City of Desert Hot Springs General Plan Land Use Compatibility considers noise levels of up to 65 dbA CNEL as *normally acceptable* and noise levels of up to 70 dBA CNEL as *conditionally acceptable* for hotels, while amphitheater land uses are considered "conditionally in environments with noise levels reaching 65 dBA CNEL". The conditions ensure that interior noise levels are acceptable and are not directed towards outdoor land uses.

Noise levels associated with future buildout traffic could reach up to approximately 67 dBA CNEL at the western façade of the proposed hotel and would reach up to 62.3 dBA CNEL at the nearest portion of the proposed amphitheater. Therefore, future traffic noise would fall into the *conditionally acceptable* category of the City's Land Use Compatibility Guidelines for Noise (65 CNEL) for the amphitheater use but would be expected to exceed the *conditionally acceptable* noise level standard (65 CNEL) for the proposed hotel. With implementation of mitigation measure NM- 5 impacts related to future traffic noise levels would be less than significant.

NM-5: Proposed hotel window/glass sliding glass doors directly facing Indian Canyon Drive should have a Sound Class Transmission rating of at least 25 in order to achieve interior noise levels no greater than 45 dBA CNEL from future traffic noise levels associated with North Indian Canyon Road.

Proposed outdoor uses of the hotel, including the hotel pool area, are shielded from North Indian Canyon Drive. Future traffic noise levels at outdoor use areas would not exceed the Land Use Compatibility threshold of 65 dBA CNEL and impacts would be less than significant. No mitigation is required.

Section 1206.4 of the California Building Code (2019), Title 24, Part 2, Chapter 5 (Nonresidential Mandatory Measures), which establishes an interior noise criteria of 45 dBA CNEL for "dwelling units" does not apply to any of the proposed buildings, because none are "dwelling units as defined in the code.

California Building Code (2019), Title 24, Part 2, Chapter 5 (Nonresidential Mandatory Measures), states that proposed buildings that will house occupants (with the exception of factories, stadiums, storage, enclosed parking structures and utility buildings) shall comply with Section 5.507.4.1, which requires wall and roof-ceiling assemblies exposed to the noise source making up the building, or addition envelope or altered envelope, shall meet a composite Sound Transmission Class (STC) rating of at least 50 or a composite OITC rating of no less than 40, with exterior windows of a minimum STC of 40 or Outdoor-Indoor Sound Transmission Class (OITC) of 30. This requirement is included as Mitigation Measure NM-6. Impacts related to compliance with State of California Title 24 Part 2 will be less than significant with mitigation.

NM-6: Prior to construction, the project proponent shall provide evidence that all proposed buildings that may be occupied (excepting factories, stadiums, storage, enclosed parking structures, and utility buildings) shall be constructed utilizing wall and roof-ceiling assemblies exposed to Indian Canyon Drive, shall meet a composite STC rating of at least 50 or a composite OITC rating of no less than 40, with exterior windows of a minimum STC of 40 or OITC of 30 for all buildings that will house occupants that may be affected by the traffic noise, as required by the California Building Code (2019), Title 24, Part 2 Chapter 5 (Nonresidential Mandatory Measures).

Noise Impacts to Offsite Receptors from Onsite Operational Noise

As discussed above, the site is surrounded by vacant and commercial land uses. The nearest sensitive receptors to the project site include the existing single-family residential dwelling units located approximately 0.39 mile northeast of the project site. Section 17.40.180 of the City of Desert Hot Springs Municipal Ordinance establishes exterior noise level standards of 65 dBA L_{eq} or an interior noise level of 45 dBA L_{eq}, respectively, for the transmission of noise to residential land uses. The City has not established a specific noise level standard for impacts to commercial land uses.

The Proposed Project is to include operational noise sources such as rooftop HVAC equipment, parking lot noise, amphitheater, pool and outdoor entertainment. Operational noise associated with an on-going amphitheater event is expected to range between 53 and 65 dBA L_{eq} at adjacent commercial properties and project operational noise without an amphitheater event is expected to range between 50 and 62 dBA L_{eq} at adjacent commercial properties. Project operational noise levels with or without an amphitheater would dissipate to ambient noise levels by the time it reaches existing residential land uses located over 2,000 feet northeast of the Proposed Project site.

The recently updated CEQA Guidelines Appendix G Threshold Checklist includes the following question about substantial increases in ambient noise levels: *Would the project generate 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?*

As discussed previously, existing ambient noise levels in the project vicinity range between 40.7 and 60.3 dBA L_{eq}. Project peak hour operations without an amphitheater event would reach up to 62 dBA L_{eq}. Project peak hour operations with an amphitheater event may result in noise levels at adjacent commercial properties that reach up to 65 dBA L_{eq}. The City has not established a numerical noise threshold to evaluate property to property impacts to commercial land uses. Project operational noise would dissipate to ambient noise levels at the nearest residential land use which is located more than 2,000 feet northeast of the project site. Assuming peak hour noise could occur during any hour, the Proposed Project would result in increases of ambient noise levels of up to 24.3 dBA L_{eq} at adjacent commercial properties during operation with an amphitheater event. Project operation would not result in substantial increases in ambient noise levels at the nearest sensitive receptors which are located over 2,000 feet northeast of the project site. Given that the Proposed Project would not result in a violation of City standards at the nearest sensitive receptor, impacts would be less than significant. No mitigation is required.

Groundborne Vibration Impacts

Groundborne vibration is readily perceptible at a peak particle velocity (PPV) of 0.08 and is annoying to people at a PPV of 0.2. At 81 feet, which is the distance to the closest existing offsite building, the commercial uses to the south of the project site, use of a vibratory roller during construction would be expected to generate a PPV of 0.036 PPV and a bulldozer would be expected to generate a PPV of 0.015. Use of either a vibratory roller or a bulldozer would not be considered annoying to nearby sensitive receptors.

Architectural Damage

Vibration generated by construction activity has the potential to damage structures. This damage could be structural damage, such as cracking of floor slabs, foundations, columns, beams, or wells, or cosmetic architectural damage, such as cracked plaster, stucco, or tile.

Architectural damage to normal dwellings as a result of vibration could occur at 0.2 PPV. As stated above groundborne vibration levels associated with project construction are not expected to exceed 0.036 PPV at the nearest structure. Project construction is not expected to result in architectural damage. No mitigation is required.

3.6 Transportation

A Traffic Impact Analysis (TIA) was prepared for the proposed Coachillin' Specific Plan Amendment (Ganddini Group Inc. 2019c). The purpose of the TIA is to provide an assessment of traffic operations resulting from construction and operation of the Proposed Project and identify mitigation measures necessary to mitigate potentially significant impacts associated with traffic. This study is summarized below.

3.6.1 Environmental Setting

The Proposed Project site is located east of Indian Canyon Drive between 18th Avenue and 19th Avenue in the City of Desert Hot Springs. Regional access to the Proposed Project site is provided

by the I-10 freeway located approximately 0.5 mile south of the project site and State Route 62 (SR-62) located approximately four miles west of the Proposed Project site. North-south circulation for the project area is provided by Indian Canyon Drive. East-west circulation for the Proposed Project area is provided by Pierson Boulevard, Dillon Road, 20th Avenue, and Garnet Avenue. There are currently no transit lines in the immediate vicinity of the Proposed Project site. The nearest transit line to the Proposed Project site is located approximately three miles to the east at Two Bunch Palms Trail and West Drive. Additionally, there are no sidewalks currently provided along Indian Canyon Drive (Ganddini Group Inc. 2019c). The existing conditions Level of Service (LOS) for the study intersections is provided in Table 3.6-1, and the locations of the intersections are shown in Figure 3-1.

As shown in Table 3.6-1, all intersections operate within an acceptable LOS during peak hours under existing conditions with the exception of the following intersections:

- Indian Canyon Drive/Dillon Road - Intersection 2 (AM peak hour)
- Indian Canyon Drive/19th Avenue - Intersection 6 (AM peak hour)
- Little Morongo Road/Dillon Road - Intersection 14 (AM peak hour)

According to the TIA, per the California Manual of Uniform Traffic Control Devices (2014) Warrant 3 (peak hour volume warrant) traffic signals are warranted at following intersections for existing conditions:

- Indian Canyon Drive/Pierson Boulevard - Intersection 1
- Indian Canyon Drive/Dillon Road - Intersection 2
- Little Morongo Road/Dillon Road - Intersection 14

Table 3.6-1. Existing Intersection Levels of Service

Study Intersection	Traffic Control[1]	Weekday AM Peak		Weekday PM Peak		Saturday Mid-Day Peak	
		Delay[2]	LOS[3]	Delay[2]	LOS[3]	Delay[2]	LOS[3]
1. Indian Canyon Dr at Pierson Blvd	AWS	16.8	C	14.1	B	11.3	B
2. Indian Canyon Dr at Dillon Road	AWS	54.3	F	20.2	C	13.5	B
6. Indian Canyon Dr at 19th Ave	CSS	40.1	E	29.6	D	17.9	C
7. Indian Canyon Dr at 20th Ave	TS	15.0	B	15.5	B	13.8	B
8. I-10 WB Ramps at 20th Ave	TS	24.7	C	23.7	C	25.4	C
9. I-10 EB Ramps at Garnet Ave	TS	16.2	B	14.5	B	16.2	B
10. Indian Canyon Dr at Garnet Ave	TS	15.0	B	14.2	B	14.8	B
11. Indian Canyon Dr at Tramview Rd	CSS	26.2	D	13.8	B	11.5	B

Table 3.6-1. Existing Intersection Levels of Service

Study Intersection	Traffic Control[1]	Weekday AM Peak		Weekday PM Peak		Saturday Mid-Day Peak	
		Delay[2]	LOS[3]	Delay[2]	LOS[3]	Delay[2]	LOS[3]
12. Indian Canyon Dr at San Rafael Dr	TS	15.3	B	16.7	B	13.8	B
13. Indian Canyon Dr at Racquet Club Rd	TS	15.3	B	15.9	B	15.6	B
14. Little Morongo Rd at Dillon Rd	CSS	40.1	E	14.6	B	10.6	B

Source: Ganddini Group, Inc. 2019c

Notes:

[1]AWS = All-Way Stop; TS = Traffic Signal; CSS = Cross Street Stop

[2]Delay is shown in seconds/vehicle based on Highway Capacity Manual (HCM) method. 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

3.6.2 Prior Environmental Review

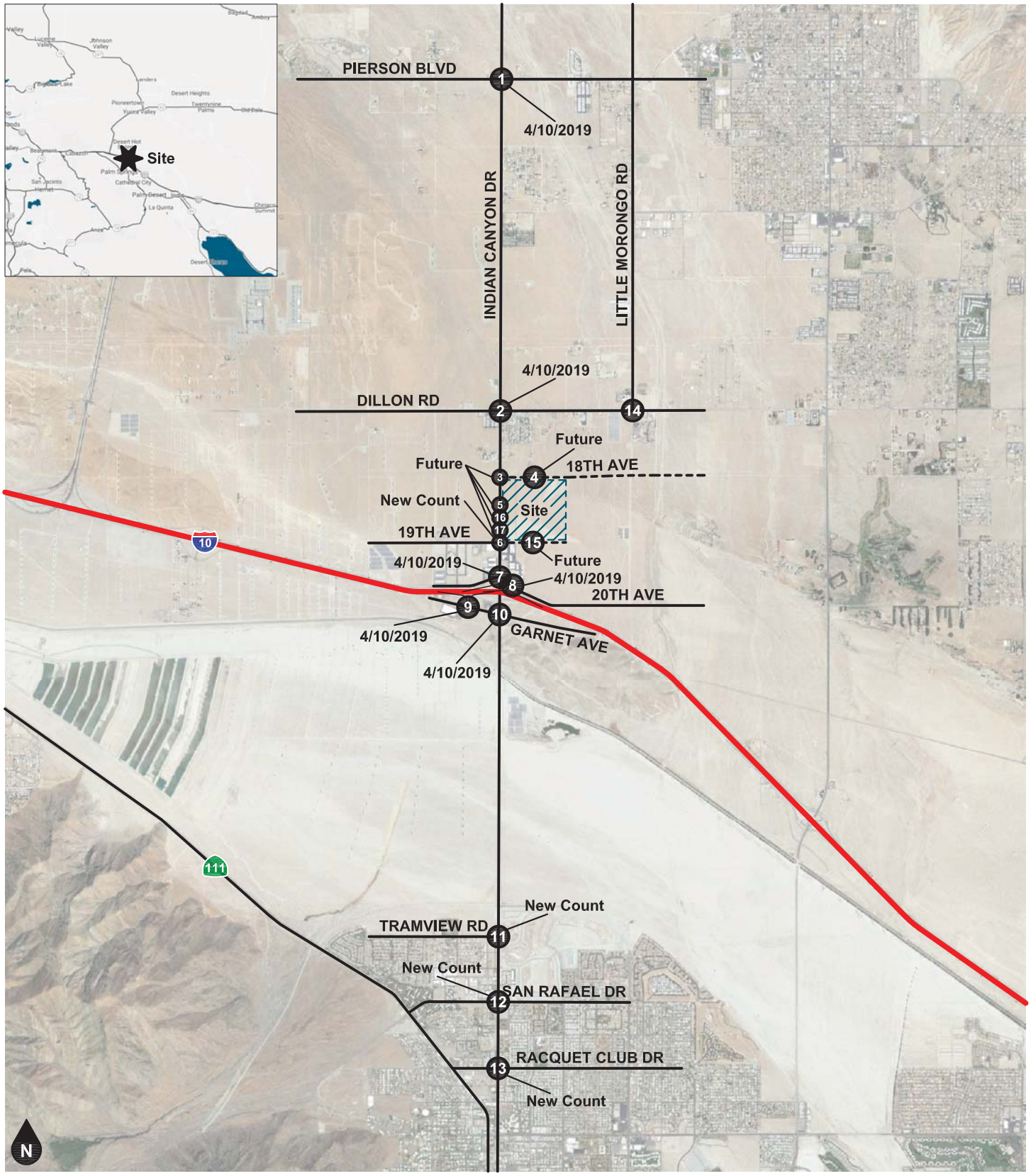
3.6.2.1 Previous Environmental Analysis

The transportation impacts associated with Previous Project were evaluated in the following documents:

- County of Riverside, Environmental Assessment Form: Initial Study and Mitigated Negative Declaration for Change of Zone No. 7597 and Plot Plan No 23155. State Clearinghouse Number 2008081058. November 2008; and
- City of Desert Hot Springs, Initial Study and Mitigated Negative Declaration Addendum for the Coachillin' Industrial Cultivation and Canna-Business Park. September 2017.

3.6.2.2 Previously Identified Significant Project Impacts

The Previous Project MND determined that transportation impacts would be less than significant with the incorporation of the adopted mitigation measures.



Legend

(#) Study Intersection

Figure 3-1
Locations of Traffic Impact Analysis Intersections

3.6.2.3 Previously Identified Mitigation Measures

The following mitigation measures were adopted in the Mitigation Monitoring and Reporting Program for the 2017 IS/MND Addendum:

TM-1: The following off-site intersection improvements shall be constructed to address the project traffic impact at the following study area intersections for the Existing Plus Project (2017) traffic conditions:

- Indian Canyon Drive (NS) at Dillon Boulevard (EW)
  - Provide a northbound right turn lane
  - Provide a second southbound through lane
- Indian Canyon Drive (NS) at 19th Avenue (EW)
  - Install a westbound stop sign and a right turn only lane
  - Provide a southbound left turn lane
  - Provide a westbound right turn lane
  - Restrict eastbound and westbound left turn movements

TM-2: The following off-site intersection improvements shall be constructed to mitigate the Existing Plus Ambient Plus Project (2023) traffic conditions:

- Indian Canyon Drive (NS) at Dillon Boulevard (EW)
  - Convert the northbound right turn lane to a second northbound through lane
- Indian Canyon Drive (NS) at Dillon Boulevard (EW)
  - Restrict eastbound left turn movements

TM-3: The following site intersection improvements shall be constructed to mitigate the Existing Plus Ambient Plus Cumulative Plus Project (2023) traffic conditions:

- Indian Canyon Drive (NS) at Dillon Boulevard (EW)
  - Install a traffic signal

TM-4: The project shall contribute towards the identified cumulative mitigation measure improvements on a fair share basis through payment of the adopted City of Desert Hot Springs Development Impact Fee program. The project's fair share percentage at the intersection of Indian Canyon Road and Dillon Boulevard is approximately 10 percent.

TM-5: The following on-site intersection improvements shall be constructed:

- Indian Canyon Drive (NS) at 18th Avenue (EW)
  - Install a westbound stop sign and a right-turn only sign
  - Provide a westbound right-turn only lane
  - Provide a northbound right-turn only lane
  - Provide a southbound left turn lane
- Project Driveway (NS) at 18th Avenue (EW)
  - Install a northbound stop sign

  - Provide a northbound left-right lane
  - Provide an eastbound through-right lane
  - Prove a westbound left-through lane
- Indian Canyon Drive (NS) at Project Driveway (EW)
  - Install a traffic signal
  - Provide a second northbound through lane
  - Provide a southbound left turn lane
  - Provide a westbound left turn lane
  - Provide a westbound right turn lane

TM-6: Construct 18th Avenue along the project boundary to its ultimate half-section width, including landscaping and parkway improvements.

TM-7: Construct 19th Avenue along the project boundary to its ultimate half-section width, including landscaping and parkway improvements

TM-8: Calle de los Romos along the project boundary shall be constructed at its ultimate half-section width, including landscaping and parkway improvements.

TM-9: Indian Canyon Drive along the project boundary should be constructed at its ultimate half-section width as an Urban Arterial (134-foot right-of-way) as identified on the City of Desert Hot Springs General Plan Roadway Classifications Map.

3.6.3 Discussion

The Proposed Project would have increased traffic due to the new Proposed Project amphitheater and hotel land uses. However, impacts would remain less than significant with the incorporation of updated mitigation measures (see Section 3.6.3.3).

This section discusses the following CEQA Guidelines Appendix G Initial Study Checklist question:

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

3.6.3.1 Construction Impacts

Construction associated with the Proposed Project would be similar in nature and timing as that analyzed in the Previous Project MND. Considering that construction would be temporary and that the Proposed Project would be required to implement a traffic control plan during construction, per City requirements, impacts associated with the construction of the Proposed Project would also be less than significant.

3.6.3.2 Operational Impacts

Operational impacts from the Proposed Project include increased traffic from new proposed uses on Parcels 30 and 31, which include a 175-room hotel and a 5,000-seat amphitheater,

respectively. Trip generation and impacts for the Specific Plan development, including these new uses, were modeled for the TIA (Ganddini Group, Inc. 2019c), and are summarized below.

Project Trip Generation

The project proponent is proposing modifications to Parcels 30 and 31 of the Coachillin' Specific Plan. Parcel 30 would include a 175-room hotel, and Parcel 31 would include a 5,000-seat amphitheater. Trip generation for the proposed 175-room hotel in Parcel 30 was based on the Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition, 2017. Trip generation for the proposed 5,000-seat amphitheater within Parcel 31 was based on operational characteristics provided by the project proponent. Trip rates for the industrial portion of the Proposed Project were developed based on surveys from lot owners for their proposed operational activity, including information regarding building square footage, number of employees, shifts, visitors, deliveries, and hours of operation. Adjustments were made for employee shift changes and deliveries during off-peak periods (time periods outside of peak hours (7:00am and 9:00am; 4:00pm and 6:00pm).

The proposed amphitheater at Parcel 31 is anticipated to have a special event and concert frequency of a maximum of one event per week. Table 3.6-2 shows trip generation of the Specific Plan, including the proposed hotel and amphitheater land uses.

Table 3.6-2. Project Trip Generation

Trip Generation Rates[1]														
Project				Weekday AM Peak			Weekday PM Peak			Weekday Daily	Saturday Mid-Day Peak			Saturday Daily
No.	Land Use	Code[1]	Unit[2]	In%	Out%	Total	In%	Out%	Total		In%	Out%	Total	
1	Coachillin' Industrial Park Cultivation Building Envelope	Survey[3]	TSF	84%	16%	0.111	40%	60%	0.158	1.689	43%	57%	0.124	1.190
2	Coachillin' Industrial Park Cultivation Employees	Survey[3]	EMP	84%	16%	0.166	34%	66%	0.227	2.289	41%	59%	0.165	1.427
3	Hotel	ITE 310	RM	59%	41%	0.470	51%	49%	0.600	8.360	56%	44%	0.720	8.190
4	Professional Baseball Stadium	ITE 462	ATT	75%	25%	0.020	12%	88%	0.150	1.240	7%	93%	0.230	1.240
5	Outdoor Stadium	SANDAG[4]	SEAT	75%	25%	0.003	12%	88%	0.024	0.200	7%	93%	0.037	0.200
6	Amphitheater Event	Project[5]	SEAT	0%	0%	0.000	85%	15%	0.200	0.500	15%	85%	0.213	0.500

Trips Generated													
Project			Weekday AM Peak			Weekday PM Peak			Weekday Daily	Saturday Mid-Day Peak			Saturday Daily
No.	Land Use	Quantity2	In	Out	Total	In	Out	Total		In	Out	Total	
A	Coachillin Industrial Park Cultivation Building Envelope	2,800.000 TSF	260	50	310	176	266	442	4,729	148	199	347	3,332
B	Coachillin Industrial Park Cultivation Employees	1,510 EMP	210	41	251	118	225	343	3,456	103	146	249	2,155
C	Hotel	175 RM	48	34	82	54	51	105	1,463	71	55	126	1,433
D	Professional Baseball Stadium	5,000 ATT	75	25	100	90	660	750	6,200	80	1,070	1,150	6,200
E	Outdoor Stadium	5,000 SEAT	10	5	15	15	105	120	1,000	15	170	185	1,000
F	Amphitheater Event	5,000 SEAT	-	-	-	850	150	1,000	2,500	160	905	1,065	2,500
Total Project Trips with Events (B+C+F)			258	75	333	1,022	426	1,448	7,419	334	1,106	1,440	6,088
Total Project Trips without Events (B+C)			258	75	333	172	276	448	4,919	174	201	375	3,588

Source: Ganddini Group, Inc. 2019c
Notes:

[1]Institute of Transportation Engineers (ITE), Trip Generation Manual, 9th Edition, 2012.

[2]TSF = Thousand Square Feet; EMP = Employees; ATT = Attendees; SEAT = Seats

[3]Customized trip generation rates estimated based on surveys from lot owners of their proposed operations, which includes information on number of employees, shifts, visitors, deliveries, and hours of operation. Additional adjustments has been made for employee shift changes and deliveries occurring during street off-peak periods.

[4]San Diego Association of Governments (SANDAG), Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region, April 2002.

[5]A maximum of one event per day, 4 attendees (seats) riding in each vehicle which one vehicle generates 2 trip-ends per day [(1 vehicle / 4 seat) x 2 trips = 0.500 trips per seat]. No event during the weekday AM peak hour. For a weekday afternoon event, 80% of the attendees arrive during the weekday PM peak hour [(1 vehicle / 4 seat) x 80% = 0.200 PM trips per seat] with a directional split of 85% inbound and 15% outbound. For a Saturday event, 85% of the attendees arrive during the Saturday mid-day peak hour [(1 vehicle / 4 seat) x 85% = 0.213 mid-day trips per seat] with a directional split of 15% inbound and 85% outbound.

As shown in Table 3.6-2, when an amphitheater event is assumed, which would generate the greatest number of trips, the Proposed Project is anticipated to generate approximately 7,419 weekday daily trips with 6,088 Saturday daily trips, including 333 weekday AM peak hour trips, 1,448 weekday PM peak hour trips and 1,440 Saturday mid-day peak hour trips. Under typical conditions without an amphitheater event, the Proposed Project is anticipated to generate approximately 4,919 weekday daily trips with 3,588 Saturday daily trips, including 333 weekday AM peak hour trips, 448 weekday PM peak hour trips and 375 Saturday mid-day peak hour trips.

Trip distribution patterns associated with the Proposed Project were based on a review of the existing volume data, surrounding land uses, designated truck routes, and the local and regional roadway facilities.

Future Volume Forecasts

Future volume forecasts utilized existing volumes increased by a growth rate of two percent per year over two years for Opening Year (2021) conditions. This growth rate equates to a total ambient growth factor of approximately 1.04. The ambient growth rate was conservatively applied to all movements at study intersections.

Additionally, to account for future development in the City of Desert Hot Springs, trips generated by pending or approved development projects within the City of Desert Hot Springs were calculated. Total inbound and outbound trips generated during the AM Peak Hour for other development would amount to 8,094 trips. Total inbound and outbound trips generated during the PM Peak Hour for other development would amount to 7,146 trips. Total inbound and outbound trips generated during the Saturday Peak Hour for other development would be 4,190 trips. Total daily trips for other development would be 47,060 trips.

The TIA analyzed the following five scenarios to determine future volume forecasts:

Existing Plus Project without Amphitheater Event: This scenario adds the project generated trips without the Amphitheater Event trips to existing volumes, providing a typical day project scenario.

Existing Plus Project with Amphitheater Event: This scenario adds the project generated trips with the Amphitheater Event trips to existing volumes, providing a maximum project scenario.

Opening Year (2021) without Project: This scenario combines existing volumes with ambient growth and other development trips.

Opening Year (2021) with Project without Amphitheater Event: This scenario was calculated by adding trips by the project without Amphitheater Event to the Opening Year (2021) Without Project volumes, providing a typical day project scenario.

Opening Year (2021) with Project with Amphitheater Event: This scenario was calculated by adding trips by the project with Amphitheater Event to the Opening Year (2021) Without Project volumes, providing a maximum project scenario.

Additionally, the TIA analyzed the need for traffic control signals at the unsignalized study intersections. The need for traffic signals was identified at Indian Canyon Drive/Project Driveway (Intersection 5) for the Existing Plus Project without Amphitheater Event conditions in addition to traffic signal warrants already satisfied for existing conditions.

Future Operational Analysis

Existing Plus Project without Amphitheater Event. As shown in Table 3.6-3, LOS is forecasted to operate within acceptable LOS (D or better) during the peak hours for Existing Plus Project without Amphitheater Event conditions, with the exception of the following study intersections:

- Indian Canyon Drive/Dillon Road - Intersection 2 (AM peak hour)
- Indian Canyon Drive/ Project Driveway - Intersection 5 (AM and PM peak hours)
- Indian Canyon Drive/19th Avenue – Intersection 6 (AM and PM peak hours)

- Little Morongo Road/Dillon Road - Intersection 14 (AM peak hour)

Impacts would be less than significant with the implementation of mitigation measures TM-1, TM-2, and TM-5 (see updated mitigation measures in Section 3.6.3.3).

Existing Plus Project with Amphitheater Event. As shown in Table 3.6-4, LOS is forecasted to operate within acceptable LOS (D or better) during the peak hours for Existing Plus Project with Amphitheater Event conditions, with the exception of the following study intersections:

- Indian Canyon Drive/Dillon Road - Intersection 2 (AM peak hour)
- Indian Canyon Drive/ Project Driveway – Intersection 5 (AM, PM, and Saturday peak hours)
- Indian Canyon Drive/19th Avenue – Intersection 6 (AM, PM, and Saturday peak hours)
- Little Morongo Road/Dillon Road – Intersection 14 (AM peak hour)
- Project Driveway/19th Avenue – Intersection 15 (PM peak hour)

Additionally, temporary surges in circulation and parking demand during an amphitheater event at the following intersections could result in significant, localized impacts:

- Indian Canyon Drive/19th Avenue – Intersection 6
- Project Driveway/19th Avenue – Intersection 15
- Indian Canyon Drive/Parcel 31 Driveway – Intersection 16

Impacts associated with Existing Plus Project with amphitheater scenario would be less than significant with Mitigation Measures TM-1, TM-2, TM-4, and TM-5 (see updated mitigation measures in Section 3.6.3.3).

Opening Year (2021) without Project. LOS is forecasted to operate within acceptable LOS (D or better) during the peak hours for the Opening Year (2021) without Project conditions, with the exception of the following study intersections:

- Indian Canyon Drive/Pierson Boulevard – Intersection 1 (AM and PM peak hours)
- Indian Canyon Drive/Dillon Road – Intersection 2 (AM, PM, and Saturday Mid-day peak hours)
- Indian Canyon Drive/19th Avenue – Intersection 6 (AM, PM, and Saturday Mid-day peak hours)
- Little Morongo Road/Dillon Road – Intersection 14 (AM, PM, and Saturday Mid-day peak hours)

Opening Year (2021) with Project without Amphitheater Event. As shown in Table 3.6-5, LOS is forecasted to operate within acceptable LOS (D or better) during the peak hours for the Opening Year (2021) with Project without Amphitheater Event conditions, with the exception of the following study intersections:

- Indian Canyon Drive/Pierson Boulevard – Intersection 1 (AM and PM peak hours)
- Indian Canyon Drive/Dillon Road – Intersection 2 (AM, PM, and Saturday Mid-day peak hours)

- Indian Canyon Drive/Project Driveway – Intersection 5 (AM, PM, and Saturday Mid-day peak hours)
- Indian Canyon Drive/19th Avenue – Intersection 6 (AM, PM, and Saturday Mid-day peak hours)
- Little Morongo Road/Dillon Road – Intersection 14 (AM, PM, and Saturday Mid-day peak hours)

Impacts would be less than significant with the implementation of mitigation measure TM-3 and TM-5 (see updated mitigation measures in Section 3.6.3.3).

Opening Year (2021) with Project with Amphitheater Event. As shown in Table 3.6-6, LOS is forecasted to operate within acceptable LOS (D or better) during the peak hours for the Opening Year (2021) with Project with Amphitheater Event conditions, with the exception of the following study intersections:

- Indian Canyon Drive/Dillon Road – Intersection 2 (AM and PM peak hours)
- Indian Canyon Drive/Project Driveway - Intersection 5 (AM, PM, and Saturday Mid-day peak hours)
- Indian Canyon Drive/19th Avenue - Intersection 6 (AM, PM, and Saturday Mid-day peak hours)
- Little Morongo Road/Dillon Road - Intersection 14 (AM, PM, and Saturday Mid-day peak hours)
- Project Driveway/19th Avenue - Intersection 15 (PM peak hour)

Additionally, temporary surges in circulation and parking demand during an amphitheater event at the following intersections could result in significant, localized impacts:

- Indian Canyon Drive/19th Avenue – Intersection 6
- Project Driveway/19th Avenue – Intersection 15
- Indian Canyon Drive/Parcel 31 Driveway – Intersection 16

Impacts associated with Existing Plus Project with Amphitheater Event scenario would be less than significant with Mitigation Measures TM-3, TM-4 and TM-5 (see updated mitigation measures in Section 3.6.3.3).