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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

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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.

Figure 1-1 Project Vicinity

Figure 1-2 Project Location

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.

Figure 2-1 Parcel Map

Figure 2-2 Planning Areas

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
~~PUBLIC~~ <u>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;
  - 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~~
  - ~~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.

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).

Table 3.6-3. Existing Plus Project without Amphitheater Event Intersection Levels of Service

Study Intersection	Traffic Control[1]	Weekday AM Peak Hour						Weekday PM Peak Hour						Saturday Mid-Day Peak Hour					
		Existing Traffic		With Project Traffic		Project Change	Significant Impact?	Existing Traffic		With Project Traffic		Project Change	Significant Impact?	Existing Traffic		With Project Traffic		Project Change	Significant Impact?
		Delay[2]	LOS[1]	Delay[2]	LOS			Delay[2]	LOS	Delay[2]	LOS			Delay[2]	LOS	Delay[2]	LOS		
1. Indian Cyn Dr at Pierson Blvd	AWS	16.8	C	17.3	C	+0.5	No	14.1	B	14.5	B	+0.4	No	11.3	B	11.4	B	+0.1	No
2. Indian Cyn Dr at Dillon Blvd •New Traffic Signal; NB Left Turn; SB Left Turn; EB Left Turn; WB Left Turn	AWS	54.3	F	59.9	F	+5.6	Yes	20.2	C	23.1	C	+2.9	No	13.5	B	14.1	B	+0.6	No
	TS			**15.7**	**B**	**-38.6**	**No**			**11.0**	**B**	**-9.2**	**No**			**11.5**	**B**	**-2.0**	**No**
3. Indian Cyn Dr at 18th Ave •WB Stop Sign; NB Right Turn; SB Left Turn; Restrict WB Left Turn; WB Right Turn Lane	**CSS**	0.0	A	**10.4**	**B**	**+10.4**	**No**	0.0	A	**14.6**	**B**	**+14.6**	**No**	0.0	A	**10.7**	**B**	**+10.7**	**No**
4. Project Dwy at 18th Ave •NB Stop Sign; NB Left/Right Turn; EB Thru/Right; WB Left/Thru	**CSS**	0.0	A	**8.6**	**A**	**+8.6**	**No**	0.0	A	**8.6**	**A**	**+8.6**	**No**	0.0	A	**8.6**	**A**	**+8.6**	**No**
5. Indian Cyn Dr at Project Dwy •New Traffic Signal; SB Left Turn; WB Left/Right Turn	CSS	0.0	A	54.2	F	+54.2	Yes	0.0	A	287.9	F	+287.9	Yes	0.0	A	34.7	D	+34.7	No
	TS			**5.2**	**A**	**+5.2**	**No**			**11.2**	**B**	**+11.2**	**No**			**8.3**	**A**	**+8.3**	**No**
6. Indian Cyn Dr at 19th Ave •WB Stop Sign; SB Left Turn; Restrict EB/WB Left Turns; WB Right Turn	CSS	40.1	E	66.4	F	+26.3	Yes	29.6	D	54.7	F	+25.1	Yes	17.9	C	27.3	D	+9.4	No
	CSS			**16.8**	**C**	**-23.3**	**No**			**15.5**	**C**	**-14.1**	**No**			**12.5**	**B**	**-5.4**	**No**

Table 3.6-3. Existing Plus Project without Amphitheater Event Intersection Levels of Service

Study Intersection	Traffic Control[1]	Weekday AM Peak Hour						Weekday PM Peak Hour						Saturday Mid-Day Peak Hour					
		Existing Traffic		With Project Traffic		Project Change	Significant Impact?	Existing Traffic		With Project Traffic		Project Change	Significant Impact?	Existing Traffic		With Project Traffic		Project Change	Significant Impact?
		Delay[2]	LOS[1]	Delay[2]	LOS			Delay[2]	LOS	Delay[2]	LOS			Delay[2]	LOS	Delay[2]	LOS		
7. Indian Cyn Dr at 20th Ave	TS	15.0	B	15.8	B	+0.8	No	15.5	B	16.4	B	+0.9	No	13.8	B	14.5	B	+0.7	No
8. I-10 WB Ramps at 20th Ave	TS	24.7	C	25.1	C	+0.4	No	23.7	C	24.0	C	+0.3	No	25.4	C	25.7	C	+0.3	No
9. I-10 EB Ramps at Garnet Ave	TS	16.2	B	16.3	B	+0.1	No	14.5	B	14.5	B	-	No	16.2	B	16.3	B	+0.1	No
10. Indian Cyn Dr at Garnet Ave	TS	15.0	B	15.3	B	+0.3	No	14.2	B	14.3	B	+0.1	No	14.8	B	14.9	B	+0.1	No
11. Indian Cyn Dr at Tramview Rd	CSS	26.2	D	26.7	D	+0.5	No	13.8	B	14.0	B	+0.2	No	11.5	B	11.7	B	+0.2	No
12. Indian Cyn Dr at San Rafael Dr	TS	15.3	B	15.4	B	+0.1	No	16.7	B	16.9	B	+0.2	No	13.8	B	13.8	B	-	No
13. Indian Cyn Dr at Racquet Club Rd	TS	15.3	B	15.4	B	+0.1	No	15.9	B	15.9	B	-	No	15.6	B	15.6	B	-	No
14. Little Morongo Rd at Dillon Rd	CSS	40.1	E	40.7	E	+0.6	Yes	14.6	B	15.0	C	+0.4	No	10.6	B	10.8	B	+0.2	No
•New Traffic Signal	**TS**			**19.8**	**B**	**-20.3**	**No**			**13.9**	**B**	**-0.7**	**No**			**15.5**	**B**	**+4.9**	**No**
15. Project Dwy at 19th Ave •SB Stop Sign; SB Left/Right Turn; EB Left/Thru; WB Thru/Right	**CSS**	0.0	A	**8.5**	**A**	**+8.5**	**No**	0.0	A	**8.5**	**A**	**+8.5**	**No**	0.0	A	**8.5**	**A**	**+8.5**	**No**
16. Indian Cyn Dr at Parcel 30 Dwy	-																		
•WB Stop Sign; WB Right Turn	**CSS**	0.0	A	**12.0**	**B**	**+12.0**	**No**	0.0	A	**15.7**	**C**	**+15.7**	**No**	0.0	A	**11.5**	**B**	**+11.5**	**No**
17. Indian Cyn Dr at Parcel 31 Dwy	-																		
•WB Stop Sign; WB Right Turn	**CSS**	0.0	A	**12.2**	**B**	**+12.2**	**No**	0.0	A	**16.0**	**C**	**+16.0**	**No**	0.0	A	**11.8**	**B**	**+11.8**	**No**

Source: Ganddini Group, Inc. 2019c

Notes: [1]AWS = All-Way Stop; TS = Traffic Signal; CSS = Cross Street Stop; LOS = Level of Service

[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).

Table 3.6-4. Existing Plus Project with Amphitheater Event Intersection Levels of Service

Study Intersection	Traffic Control [1]	Weekday AM Peak Hour						Weekday PM Peak Hour						Saturday Mid-Day Peak Hour					
		Existing Traffic		With Project Traffic		Project Change	Significant Impact?	Existing Traffic		With Project Traffic		Project Change	Significant Impact?	Existing Traffic		With Project Traffic		Project Change	Significant Impact?
		Delay[2]	LOS	Delay[2]	LOS			Delay[2]	LOS	Delay[2]	LOS			Delay[2]	LOS	Delay[2]	LOS		
1. Indian Cyn Dr at Pierson Blvd	AWS	16.8	C	17.3	C	+0.5	No	14.1	B	14.9	B	+0.8	No	11.3	B	11.5	B	+0.2	No
2. Indian Cyn Dr at Dillon Blvd •New Traffic Signal; NB Left Turn; SB Left Turn; EB Left Turn; WB Left Turn	AWS **TS**	54.3	F	59.9 **15.7**	F **B**	+5.6 **-38.6**	Yes **No**	20.2	C	26.2 **11.4**	D **B**	+6.0 **-8.8**	No **No**	13.5	B	14.7 **11.5**	B **B**	+1.2 **-2.0**	No **No**
3. Indian Cyn Dr at 18th Ave •WB Stop Sign; NB Right Turn; SB Left Turn; Restrict WB Left Turn; WB Right Turn Lane	**CSS**	0.0	A	**10.4**	**B**	**+10.4**	**No**	0.0	A	**14.7**	**B**	**+14.7**	**No**	0.0	A	**11.1**	**B**	**+11.1**	**No**
4. Project Dwy at 18th Ave •NB Stop Sign; NB Left/Right Turn; EB Thru/Right; WB Left/Thru	**CSS**	0.0	A	**8.6**	**A**	**+8.6**	**No**	0.0	A	**8.6**	**A**	**+8.6**	**No**	0.0	A	**8.6**	**A**	**+8.6**	**No**
5. Indian Cyn Dr at Project Dwy •New Traffic Signal; SB Left Turn; WB Left/Right Turn	CSS **TS**	0.0	A	54.2 **5.2**	F **A**	+54.2 **+5.2**	Yes **No**	0.0	A	339.5 **11.2**	F **B**	+339.5 **+11.2**	Yes **No**	0.0	A	40.7 **8.3**	E **A**	+40.7 **+8.3**	Yes **No**
6. Indian Cyn Dr at 19th Ave •WB Stop Sign with Manual Traffic Control during Event	CSS **MTC**	40.1	E	66.4 **3.2**	F **A**	+26.3 **-36.9**	Yes **No**	29.6	D	1557.2 **7.7**	F **A**	+1527.6 **-21.9**	Yes **No**	17.9	C	2258.6 **12.5**	F **B**	+2240.7 **-5.4**	Yes **No**
7. Indian Cyn Dr at 20th Ave	TS	15.0	B	15.8	B	+0.8	No	15.5	B	26.4	C	+10.9	No	13.8	B	18.9	B	+5.1	No
8. I-10 WB Ramps at 20th Ave	TS	24.7	C	25.1	C	+0.4	No	23.7	C	24.1	C	+0.4	No	25.4	C	25.7	C	+0.3	No

Table 3.6-4. Existing Plus Project with Amphitheater Event Intersection Levels of Service

Study Intersection	Traffic Control [1]	Weekday AM Peak Hour						Weekday PM Peak Hour						Saturday Mid-Day Peak Hour					
		Existing Traffic		With Project Traffic		Project Change	Significant Impact?	Existing Traffic		With Project Traffic		Project Change	Significant Impact?	Existing Traffic		With Project Traffic		Project Change	Significant Impact?
		Delay[2]	LOS	Delay[2]	LOS			Delay[2]	LOS	Delay[2]	LOS			Delay[2]	LOS	Delay[2]	LOS		
9. I-10 EB Ramps at Garnet Ave	TS	16.2	B	16.3	B	+0.1	No	14.5	B	14.6	B	+0.1	No	16.2	B	16.7	B	+0.5	No
10. Indian Cyn Dr at Garnet Ave	TS	15.0	B	15.3	B	+0.3	No	14.2	B	19.9	B	+5.7	No	14.8	B	16.8	B	+2.0	No
11. Indian Cyn Dr at Tramview Rd	CSS	26.2	D	26.7	D	+0.5	No	13.8	B	14.3	B	+0.5	No	11.5	B	12.0	B	+0.5	No
12. Indian Cyn Dr at San Rafael Dr	TS	15.3	B	15.4	B	+0.1	No	16.7	B	17.5	B	+0.8	No	13.8	B	14.2	B	+0.4	No
13. Indian Cyn Dr at Racquet Club Rd	TS	15.3	B	15.4	B	+0.1	No	15.9	B	16.0	B	+0.1	No	15.6	B	16.4	B	+0.8	No
14. Little Morongo Rd at Dillon Rd	CSS	40.1	E	40.7	E	+0.6	Yes	14.6	B	16.1	C	+1.5	No	10.6	B	11.1	B	+0.5	No
•New Traffic Signal	**TS**			**19.8**	**B**	**-20.3**	**No**			**14.4**	**B**	**-0.2**	**No**			**15.5**	**B**	**+4.9**	**No**
15. Project Dwy at 19th Ave																			
•SB Stop Sign; SB Left/Right Turn; EB Left/Thru; WB Thru/Right	**CSS**	0.0	A	**8.5**	**A**	**+8.5**	**No**	0.0	A	**81.1**	**F**	**+81.1**	**Yes**	0.0	A	**25.0**	**C**	**+25.0**	**No**
•SB Stop Sign with Manual Traffic Control during Event	**MTC**			**8.3**	**A**	**+8.3**	**No**			**9.6**	**A**	**+9.6**	**No**			**15.2**	**C**	**+15.2**	**No**
16. Indian Cyn Dr at Parcel 30 Dwy	-																		
•WB Stop Sign; WB Right Turn	**CSS**	0.0	A	**12.0**	**B**	**+12.0**	**No**	0.0	A	**15.9**	**C**	**+15.9**	**No**	0.0	A	**12.0**	**B**	**+12.0**	**No**
17. Indian Cyn Dr at Parcel 31 Dwy	-																		
•WB Stop Sign; WB Right Turn	**CSS**	0.0	A	**12.2**	**B**	**+12.2**	**No**	0.0	A	**16.3**	**C**	**+16.3**	**No**	0.0	A	**12.5**	**B**	**+12.5**	**No**
•WB Stop Sign with Manual Traffic Control during Event	**MTC**			**1.6**	**A**	**+1.6**	**No**			**2.0**	**A**	**+2.0**	**No**			**19.2**	**C**	**+19.2**	**No**

Source:
Ganddini Group, Inc. 2019c
Notes: [1]AWS = All-Way Stop; TS = Traffic Signal; CSS = Cross Street Stop; LOS = Level of Service
[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).

Table 3.6-5. Opening Year (2021) with Project without Amphitheater Event Intersection Levels of Service

Study Intersection	Traffic Control[1]	Weekday AM Peak Hour						Weekday PM Peak Hour						Saturday Mid-Day Peak Hour					
		Background Traffic		With Project Traffic		Project Change	Significant Impact?	Background Traffic		With Project Traffic		Project Change	Significant Impact?	Background Traffic		With Project Traffic		Project Change	Significant Impact?
		Delay[2]	LOS	Delay[2]	LOS			Delay[2]	LOS	Delay[2]	LOS			Delay[2]	LOS	Delay[2]	LOS		
1. Indian Cyn Dr at Pierson Blvd •New Traffic Signal; NB Left Turn; SB Left Turn; EB Left Turn; WB Left Turn	AWS	82.3	F	86.1	F	+3.8	Yes	44.0	E	47.1	E	+3.1	Yes	26.1	D	27.2	D	+1.1	No
	TS			**14.3**	**B**	**-68.0**	**No**			**14.0**	**B**	**-30.0**	**No**			**14.4**	**B**	**-11.7**	**No**
2. Indian Cyn Dr at Dillon Blvd •New Traffic Signal; NB Left Turn; SB Left Turn; EB Left Turn; 2 WB Left Turn; NB Right Turn Overlap	AWS	413.7	F	421.7	F	+8.0	Yes	339.4	F	349.9	F	+10.5	Yes	322.9	F	329.4	F	+6.5	Yes
	TS			**31.7**	**C**	**-382.0**	**No**			**21.5**	**C**	**-317.9**	**No**			**18.7**	**B**	**-304.2**	**No**
3. Indian Cyn Dr at 18th Ave •WB Stop Sign; NB Right Turn; SB Left Turn; Restrict WB Left Turn; WB Right Turn Lane	**CSS**	0.0	A	**23.6**	**C**	**+23.6**	**No**	0.0	A	**22.7**	**C**	**+22.7**	**No**	0.0	A	**19.2**	**C**	**+19.2**	**No**
4. Project Dwy at 18th Ave •NB Stop Sign; NB Left/Right Turn; EB Thru/Right; WB Left/Thru	**CSS**	0.0	A	**8.6**	**A**	**+8.6**	**No**	0.0	A	**8.6**	**A**	**+8.6**	**No**	0.0	A	**8.6**	**A**	**+8.6**	**No**

Table 3.6-5. Opening Year (2021) with Project without Amphitheater Event Intersection Levels of Service

Study Intersection	Traffic Control[1]	Weekday AM Peak Hour						Weekday PM Peak Hour						Saturday Mid-Day Peak Hour					
		Background Traffic		With Project Traffic		Project Change	Significant Impact?	Background Traffic		With Project Traffic		Project Change	Significant Impact?	Background Traffic		With Project Traffic		Project Change	Significant Impact?
		Delay[2]	LOS	Delay[2]	LOS			Delay[2]	LOS	Delay[2]	LOS			Delay[2]	LOS	Delay[2]	LOS		
5. Indian Cyn Dr at Project Dwy •New Traffic Signal; SB Left Turn; WB Left/Right Turn	CSS	0.0	A	1498.1	F	+1498.1	Yes	0.0	A	3446.8	F	+3446.8	Yes	0.0	A	1527.1	F	+1527.1	Yes
	TS			**12.7**	**B**	**+12.7**	**No**			**22.6**	**C**	**+22.6**	**No**			**12.7**	**B**	**+12.7**	**No**
6. Indian Cyn Dr at 19th Ave •WB Stop Sign; SB Left Turn; Restrict EB/WB Left Turns; WB Right Turn; 2nd NB/SB Thru	CSS	481.3	F	990.0	F	+508.7	Yes	222.8	F	568.8	F	+346.0	Yes	122.3	F	250.8	F	+128.5	Yes
	CSS			**16.8**	**C**	**-464.5**	**No**			**15.5**	**C**	**-207.3**	**No**			**13.6**	**B**	**-108.7**	**No**
7. Indian Cyn Dr at 20th Ave	TS	17.0	B	19.2	B	+2.2	No	16.4	B	18.3	B	+1.9	No	14.2	B	15.6	B	+1.4	No
8. I-10 WB Ramps at 20th Ave	TS	25.1	C	25.4	C	+0.3	No	23.9	C	24.6	C	+0.7	No	25.6	C	26.0	C	+0.4	No
9. I-10 EB Ramps at Garnet Ave	TS	16.2	B	16.4	B	+0.2	No	14.6	B	14.7	B	+0.1	No	16.5	B	16.6	B	+0.1	No
10. Indian Cyn Dr at Garnet Ave	TS	20.7	C	21.4	C	+0.7	No	16.4	B	17.5	B	+1.1	No	19.5	B	20.4	C	+0.9	No
11. Indian Cyn Dr at Tramview Rd	CSS	30.7	D	31.3	D	+0.6	No	15.0	B	15.2	C	+0.2	No	12.1	B	12.3	B	+0.2	No
12. Indian Cyn Dr at San Rafael Dr	TS	15.9	B	16.1	B	+0.2	No	17.5	B	17.6	B	+0.1	No	13.8	B	13.8	B	-	No
13. Indian Cyn Dr at Racquet Club Rd	TS	15.5	B	15.5	B	-	No	16.0	B	16.1	B	+0.1	No	15.6	B	15.7	B	+0.1	No
14. Little Morongo Rd at Dillon Rd •New Traffic Signal; NB Left Turn; SB Left Turn; SB Right Turn with Overlap; 2nd EB Left Turn; WB	CSS	475.2	F	479.1	F	+3.9	Yes	385.7	F	390.1	F	+4.4	Yes	268.4	F	274.8	F	+6.4	Yes
	TS			**33.9**	**C**	**-441.3**	**No**			**30.8**	**C**	**-354.9**	**No**			**26.9**	**C**	**-241.5**	**No**

Table 3.6-5. Opening Year (2021) with Project without Amphitheater Event Intersection Levels of Service

Study Intersection	Traffic Control[1]	Weekday AM Peak Hour						Weekday PM Peak Hour						Saturday Mid-Day Peak Hour					
		Background Traffic		With Project Traffic		Project Change	Significant Impact?	Background Traffic		With Project Traffic		Project Change	Significant Impact?	Background Traffic		With Project Traffic		Project Change	Significant Impact?
		Delay[2]	LOS	Delay[2]	LOS			Delay[2]	LOS	Delay[2]	LOS			Delay[2]	LOS	Delay[2]	LOS		
Right Turn with Overlap																			
15. Project Dwy at 19th Ave •SB Stop Sign; SB Left/Right Turn; EB Left/Thru; WB Thru/Right	**CSS**	0.0	A	**8.5**	**A**	**+8.5**	**No**	0.0	A	**8.5**	**A**	**+8.5**	**No**	0.0	A	**8.5**	**A**	**+8.5**	**No**
16. Indian Cyn Dr at Parcel 30 Dwy •WB Stop Sign; WB Right Turn	- **CSS**	0.0	A	**29.4**	**D**	**+29.4**	**No**	0.0	A	**24.2**	**C**	**+24.2**	**No**	0.0	A	**21.1**	**C**	**+21.1**	**No**
17. Indian Cyn Dr at Parcel 31 Dwy •WB Stop Sign; WB Right Turn	- **CSS**	0.0	A	**30.1**	**D**	**+30.1**	**No**	0.0	A	**24.5**	**C**	**+24.5**	**No**	0.0	A	**21.6**	**C**	**+21.6**	**No**

Source: Ganddini Group Inc, 2019c
Notes: [1]AWS = All-Way Stop; TS = Traffic Signal; CSS = Cross Street Stop; LOS = Level of Service
[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).

Table 3.6-6. Opening Year (2021) with Project with Amphitheater Event Intersection Levels of Service

Study Intersection	Traffic Control[1]	Weekday AM Peak Hour						Weekday PM Peak Hour						Saturday Mid-Day Peak Hour					
		Background Traffic		With Project Traffic		Project Change	Significant Impact?	Background Traffic		With Project Traffic		Project Change	Significant Impact?	Background Traffic		With Project Traffic		Project Change	Significant Impact?
		Delay[2]	LOS[1]	Delay[2]	LOS[1]			Delay[2]	LOS[3]	Delay[2]	LOS			Delay[2]	LOS	Delay[2]	LOS		
1. Indian Cyn Dr at Pierson Blvd	AWS	82.3	F	86.1	F	+3.8	Yes	44.0	E	47.3	E	+3.3	Yes	26.1	D	28.1	D	+2.0	No
•New Traffic Signal; NB Left Turn; SB Left Turn; EB Left Turn; WB Left Turn	**TS**			**14.3**	**B**	**-68.0**	**No**			**14.1**	**B**	**-29.9**	**No**			**14.7**	**B**	**-11.4**	**No**
2. Indian Cyn Dr at Dillon Blvd	AWS	413.7	F	421.7	F	+8.0	Yes	339.4	F	367.7	F	+28.3	Yes	322.9	F	339.2	F	+16.3	Yes
•New Traffic Signal; NB Left Turn; SB Left Turn; EB Left Turn; 2 WB Left Turn; NB Right Turn Overlap	**TS**			**32.9**	**C**	**-380.8**	**No**			**21.8**	**C**	**-317.6**	**No**			**19.2**	**B**	**-303.7**	**No**
3. Indian Cyn Dr at 18th Ave																			
•WB Stop Sign; NB Right Turn; SB Left Turn; Restrict WB Left Turn; WB Right Turn Lane	**CSS**	0.0	A	**23.6**	**C**	**+23.6**	**No**	0.0	A	**23.0**	**C**	**+23.0**	**No**	0.0	A	**20.2**	**C**	**+20.2**	**No**
4. Project Dwy at 18th Ave																			
•NB Stop Sign; NB Left/Right Turn; EB Thru/Right; WB Left/Thru	**CSS**	0.0	A	**8.6**	**A**	**+8.6**	**No**	0.0	A	**8.6**	**A**	**+8.6**	**No**	0.0	A	**8.6**	**A**	**+8.6**	**No**
5. Indian Cyn Dr at Project Dwy	CSS	0.0	A	1498.1	F	+1498.1	Yes	0.0	A	3794.4	F	+3794.4	Yes	0.0	A	1698.2	F	+1698.2	Yes
•New Traffic Signal; SB Left Turn; WB Left/Right Turn	**TS**			**12.7**	**B**	**+12.7**	**No**			**23.8**	**C**	**+23.8**	**No**			**13.5**	**B**	**+13.5**	**No**
6. Indian Cyn Dr at 19th Ave	CSS	481.3	F	990.0	F	+508.7	Yes	222.8	F	9999.9	F	+9777.1	Yes	122.3	F	9999.9	F	+9877.6	Yes
•WB Stop Sign with Manual Traffic Control during Event	**MTC**			**12.2**	**B**	**-469.1**	**No**			**15.4**	**B**	**-207.4**	**No**			**54.6**	**D**	**-67.7**	**No**
7. Indian Cyn Dr at 20th Ave	TS	17.0	B	19.2	B	+2.2	No	16.4	B	36.0	D	+19.6	No	14.2	B	26.4	C	+12.2	No

Table 3.6-6. Opening Year (2021) with Project with Amphitheater Event Intersection Levels of Service

Study Intersection	Traffic Control[1]	Weekday AM Peak Hour						Weekday PM Peak Hour						Saturday Mid-Day Peak Hour					
		Background Traffic		With Project Traffic		Project Change	Significant Impact?	Background Traffic		With Project Traffic		Project Change	Significant Impact?	Background Traffic		With Project Traffic		Project Change	Significant Impact?
		Delay[2]	LOS[1]	Delay[2]	LOS[1]			Delay[2]	LOS[3]	Delay[2]	LOS			Delay[2]	LOS	Delay[2]	LOS		
8. I-10 WB Ramps at 20th Ave	TS	25.1	C	25.4	C	+0.3	No	24.4	C	24.6	C	+0.2	No	25.6	C	26.2	C	+0.6	No
9. I-10 EB Ramps at Garnet Ave	TS	16.2	B	16.4	B	+0.2	No	14.6	B	14.7	B	+0.1	No	16.5	B	16.6	B	+0.1	No
10. Indian Cyn Dr at Garnet Ave	TS	20.7	C	21.4	C	+0.7	No	16.4	B	25.3	C	+8.9	No	19.5	B	33.0	C	+13.5	No
11. Indian Cyn Dr at Tramview Rd	CSS	30.7	D	31.3	D	+0.6	No	15.0	B	15.7	C	+0.7	No	12.1	B	12.6	B	+0.5	No
12. Indian Cyn Dr at San Rafael Dr	TS	15.9	B	16.1	B	+0.2	No	17.5	B	18.2	B	+0.7	No	13.8	B	13.9	B	+0.1	No
13. Indian Cyn Dr at Racquet Club Rd	TS	15.5	B	15.5	B	-	No	16.0	B	16.2	B	+0.2	No	15.6	B	16.2	B	+0.6	No
14. Little Morongo Rd at Dillon Rd •New Traffic Signal; NB Left Turn; SB Left Turn; SB Right Turn with Overlap; 2nd EB Left Turn; WB Right Turn with Overlap	CSS	475.2	F	479.1	F	+3.9	Yes	385.7	F	398.1	F	+12.4	Yes	268.4	F	286.5	F	+18.1	Yes
	TS			**33.9**	**C**	**-441.3**	**No**			**34.4**	**C**	**-351.3**	**No**			**28.2**	**C**	**-240.2**	**No**
15. Project Dwy at 19th Ave •SB Stop Sign; SB Left/Right Turn; EB Left/Thru; WB Thru/Right	**CSS**	0.0	A	**8.5**	**A**	**+8.5**	**No**	0.0	A	**81.1**	**F**	**+81.1**	**Yes**	0.0	A	**25.0**	**C**	**+25.0**	**No**
•SB Stop Sign with Manual Traffic Control during Event	**MTC**			**8.3**	**A**	**+8.3**	**No**			**9.6**	**A**	**+9.6**	**No**			**22.4**	**C**	**+22.4**	**No**
16. Indian Cyn Dr at Parcel 30 Dwy •WB Stop Sign; WB Right Turn	-																		
	CSS	0.0	A	**29.4**	**D**	**+29.4**	**No**	0.0	A	**24.4**	**C**	**+24.4**	**No**	0.0	A	**22.1**	**C**	**+22.1**	**No**

Table 3.6-6. Opening Year (2021) with Project with Amphitheater Event Intersection Levels of Service

Study Intersection	Traffic Control[1]	Weekday AM Peak Hour						Weekday PM Peak Hour						Saturday Mid-Day Peak Hour					
		Background Traffic		With Project Traffic		Project Change	Significant Impact?	Background Traffic		With Project Traffic		Project Change	Significant Impact?	Background Traffic		With Project Traffic		Project Change	Significant Impact?
		Delay[2]	LOS[1]	Delay[2]	LOS[1]			Delay[2]	LOS[3]	Delay[2]	LOS			Delay[2]	LOS	Delay[2]	LOS		
17. Indian Cyn Dr at Parcel 31 Dwy	-																		
•WB Stop Sign; WB Right Turn	**CSS**	0.0	A	**30.1**	**D**	**+30.1**	**No**	0.0	A	**25.4**	**D**	**+25.4**	**No**	0.0	A	**26.1**	**D**	**+26.1**	**No**
•WB Stop Sign with Manual Traffic Control during Event	**MTC**			**6.3**	**A**	**+6.3**	**No**			**6.1**	**A**	**+6.1**	**No**			**6.6**	**A**	**+6.6**	**No**

Source:
Ganddini Group, Inc. 2019c
Notes: [1]AWS = All-Way Stop; TS = Traffic Signal; CSS = Cross Street Stop; LOS = Level of Service
[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).

Because the Proposed Project would result in a degradation of traffic LOS for the already affected intersections during Existing Conditions, the project is required pay its fair share of fees to an applicable program for the required mitigations. Some of the intersections currently satisfy the traffic signal warrant based on Existing conditions, without the Proposed Project. The Proposed Project's fair share percentages of identified impacted intersections are approximately 0.7 percent to 9.0 percent at the off-site study intersection locations. Table 3.6-7 provides a breakdown of Project fair share percentages.

Table 3.6-7. Project Fair Share Intersection Traffic Contribution

Intersection	Peak Hour	Existing	Opening Year (2021) With Project With Amphitheater Event	Project with Amphitheater Event	Total New[1]	Project % of New Traffic
1. Indian Canyon Drive at Pierson Blvd	AM	900	1,336	12	436	2.8%
	PM	982	1,424	40	442	9.0%
	Mid-Day	706	1,156	35	450	7.8%
2. Indian Canyon Drive at Dillon Blvd	AM	1,339	2,781	40	1,442	2.8%
	PM	1,327	2,762	111	1,435	7.7%
	Mid-Day	969	2,445	88	1,476	6.0%
6. Indian Canyon Drive at 19th Avenue	AM	1,569	2,773	290	1,204	24.1%
	PM	2,259	3,631	1,343	1,372	97.9%
	Mid-Day	826	3,393	1,345	2,567	52.4%
14. Little Morongo Rd at Dillon Rd	AM	995	3,110	15	2,115	0.7%
	PM	1,052	,2,847	52	1,795	2.9%
	Mid-Day	700	2,272	48	1,572	3.1%

Source: Ganddini Group, Inc. 2019c
Notes: [1]New Traffic = Opening Year (2021) with Project with Amphitheater Event Traffic - Existing Traffic.

3.6.3.3 Updated Mitigation Measures

The Proposed Project would have similar mitigation to the Previously Project; however, the timing and details of offsite improvements have changed based on the Proposed Project. Therefore, the previously-approved mitigation measures shall be replaced with the mitigation measures listed in this section.

TM-1: The following off-site improvements are needed to mitigate the significantly impacted intersections for Existing Plus Project conditions, without and with Amphitheater Event:

Indian Canyon Drive/Dillon Road – Intersection 2

- Install traffic signal (signal warrant currently satisfied under Existing conditions)
- Provide northbound left turn lane
- Provide southbound left turn lane
- Provide eastbound left turn lane
- Provide westbound left turn lane

Little Morongo Road/Dillon Road – Intersection 14

- Install traffic signal (signal warrant currently satisfied under Existing conditions)

TM-2: The following off-site improvements are needed to mitigate the following project-related improvements to mitigate the significantly impacted intersections for Existing Plus Project conditions, without and with Amphitheater Event:

Indian Canyon Drive/18th Avenue – Intersection 3

- Install westbound stop sign
- Provide northbound right turn lane
- Provide southbound left turn lane
- Restrict westbound left turn and provide westbound right turn lane

Project Driveway/18th Avenue – Intersection 4

- Install northbound stop sign
- Provide northbound left/right turn lane
- Provide eastbound through/right lane
- Provide westbound left/through lane

Indian Canyon Drive/Project Driveway – Intersection 5

- Install traffic signal (signal warrant currently satisfied under Existing Plus Project Without Amphitheater Event conditions)
- Provide southbound left turn lane
- Provide westbound left/right turn lane

Indian Canyon Drive/19th Avenue – Intersection 6

- Install westbound stop sign
- Provide southbound left turn lane
- Restrict eastbound and westbound left turn and provide westbound right turn lane

Project Driveway/19th Avenue – Intersection 15

- Install southbound stop sign
- Provide southbound left/right turn lane
- Provide eastbound left/through lane
- Provide westbound through/right lane

Indian Canyon Drive/Parcel 30 Driveway – Intersection 16

- Install westbound stop sign
- Provide westbound right turn lane

Indian Canyon Drive/Parcel 31 Driveway – Intersection 17

- Install westbound stop sign
- Provide westbound right turn lane

TM-3: The following off-site improvements are needed to mitigate the deficient intersections for Opening Year (2021) With Project conditions, without and with Amphitheater Event:

Indian Canyon Drive/Pierson Boulevard – Intersection 1

- Install traffic signal (signal warrant currently satisfied under Existing conditions)
- Provide northbound left turn lane
- Provide southbound left turn lane
- Provide eastbound left turn lane
- Provide westbound left turn lane

Indian Canyon Drive/Dillon Road – Intersection 2

- Install traffic signal (signal warrant currently satisfied under Existing conditions)
- Provide northbound left turn lane
- Provide southbound left turn lane
- Provide eastbound left turn lane
- Provide two westbound left turn lanes
- Provide northbound right-turn overlap phasing

Indian Canyon Drive/19th Avenue – Intersection 6

- Provide a second northbound through lane
- Provide a second southbound through lane

Little Morongo Road/Dillon Road – Intersection 14

- Install traffic signal (signal warrant currently satisfied under Existing conditions)
- Provide northbound left turn lane
- Provide southbound left turn lane
- Provide southbound right turn lane with overlap phasing
- Provide a second eastbound left turn lane
- Provide westbound right turn lane with overlap phasing

TM-4: Manual traffic control shall be provided to facilitate the temporary surge in circulation and parking demand during an amphitheater event at the following intersections:

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

TM-5: The project shall contribute towards the identified cumulative mitigation measure improvements (TM-1 through TM-3) on a fair share basis through payment of the adopted City of Desert Hot Springs Development Impact Fee program.

Table 3.6-8 provides a comparison of previously adopted mitigation measures and proposed mitigation measures.

Table 3.6-8. Mitigation Measure Comparison Between Previous 2017 Traffic Study and Updated 2019 Traffic Study

	Intersection	Previous 2017 Study	Updated 2019 Study Without Event	Mitigation Measure Difference Without Event	Mitigation Measure Difference With Amphitheater Event[1]
1.	Indian Canyon Dr at Pierson Blvd	No Improvements	New Traffic Signal NB Left Turn SB Left Turn EB Left Turn WB Left Turn	New Traffic Signal NB Left Turn SB Left Turn EB Left Turn WB Left Turn	New Traffic Signal NB Left Turn SB Left Turn EB Left Turn WB Left Turn
2.	Indian Canyon Dr at Dillon Blvd	New Traffic Signal 2nd NB Thru 2nd SB Thru	New Traffic Signal NB Left Turn SB Left Turn EB Left Turn 2 WB Left Turn NB Right Turn Overlap	No 2nd NB Thru No 2nd SB Thru NB Left Turn SB Left Turn EB Left Turn 2 WB Left Turn NB Right Turn Overlap	No 2nd NB Thru No 2nd SB Thru NB Left Turn SB Left Turn EB Left Turn 2 WB Left Turn NB Right Turn Overlap
3.	Indian Canyon Dr at 18th Ave	WB Stop Sign NB Right Turn SB Left Turn Restrict WB Left Turn WB Right Turn Lane	WB Stop Sign NB Right Turn SB Left Turn Restrict WB Left Turn WB Right Turn Lane	Same	Same
4.	Project Driveway at 18th Ave	NB Stop Sign NB Left/Right Turn EB Thru/Right WB Left/Thru	NB Stop Sign NB Left/Right Turn EB Thru/Right WB Left/Thru	Same	Same
5.	Indian Canyon Dr at Project Driveway	New Traffic Signal SB Left Turn WB Left/Right Turn 2nd NB Thru	New Traffic Signal SB Left Turn WB Left/Right Turn	No 2nd NB Thru	No 2nd NB Thru

Table 3.6-8. Mitigation Measure Comparison Between Previous 2017 Traffic Study and Updated 2019 Traffic Study

	Intersection	Previous 2017 Study	Updated 2019 Study Without Event	Mitigation Measure Difference Without Event	Mitigation Measure Difference With Amphitheater Event[1]
6.	Indian Canyon Dr at 19th Ave	WB Stop Sign SB Left Turn Restrict East/West Left Turn WB Right Turn	WB Stop Sign SB Left Turn Restrict EB/WB Left Turn WB Right Turn 2nd NB/SB Thru	2nd NB/SB Thru	2nd NB/SB Thru Manual Traffic Control during Event
7.	Indian Canyon Dr at 20th Ave	No Improvements	No Improvements	Same	Same
8.	I-10 WB Ramps at 20th Ave	No Improvements	No Improvements	Same	Same
9.	I-10 EB Ramps at Garnet Ave	No Improvements	No Improvements	Same	Same
10.	Indian Canyon Dr at Garnet Ave	No Improvements	No Improvements	Same	Same
11.	Indian Canyon Dr at Tramview Rd	Restrict EB Left	No Improvements	No EB Left Restriction	No EB Left Restriction
12.	Indian Canyon Dr at San Rafael Dr	No Improvements	No Improvements	Same	Same
13.	Indian Canyon Dr at Racquet Club Rd	No Improvements	No Improvements	Same	Same
14.	Little Morongo Rd at Dillon Rd	Not Analyzed	New Traffic Signal NB Left Turn SB Left Turn SB Right Turn with Overlap 2nd EB Left Turn WB Right Turn with Overlap	New Traffic Signal NB Left Turn SB Left Turn SB Right Turn with Overlap 2nd EB Left Turn WB Right Turn with Overlap	New Traffic Signal NB Left Turn SB Left Turn SB Right Turn with Overlap 2nd EB Left Turn WB Right Turn with Overlap Manual Traffic Control during Event
15.	Project Driveway at 19th Ave	Not Analyzed	SB Stop Sign SB Left/Right Turn EB Left/Thru WB Thru/Right	SB Stop Sign SB Left/Right Turn EB Left/Thru WB Thru/Right	SB Stop Sign SB Left/Right Turn EB Left/Thru WB Thru/Right Manual Traffic Control during Event

Table 3.6-8. Mitigation Measure Comparison Between Previous 2017 Traffic Study and Updated 2019 Traffic Study

	Intersection	Previous 2017 Study	Updated 2019 Study Without Event	Mitigation Measure Difference Without Event	Mitigation Measure Difference With Amphitheater Event[1]
16.	Indian Canyon Dr at Parcel 30 Driveway	Not Analyzed	WB Stop Sign WB Right Turn	WB Stop Sign WB Right Turn	WB Stop Sign WB Right Turn
17.	Indian Canyon Dr at Parcel 31 Driveway	Not Analyzed	WB Stop Sign WB Right Turn	WB Stop Sign WB Right Turn	WB Stop Sign WB Right Turn Manual Traffic Control during Event

Note: [1]Mitigation measures are the same between the "Without Event" conditions and the "With Amphitheater Event" conditions, except for the following locations where Manual Traffic Control [MTC] are needed during Amphitheater Event: Intersections 6, 14, 15 and 17.

3.7 Revised Mitigation Monitoring and Reporting Program

The mitigation measures from the Previous Project MND have remained the same, with the exception of mitigation measures for Transportation and an additional mitigation measure for Noise. The revised Mitigation Monitoring and Reporting Program is provided in Table 3.7-1.

Table 3.7-1. Revised Mitigation Monitoring and Reporting Program

Resource	Mitigation Measures	Responsible for Monitoring	Timing	Impact after Mitigation
Air Quality	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 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.	Planning/ Building & Safety Departments	Prior to Grading & Construction	Less than significant
Biological Resources	BR-1: The project proponent shall ensure that the applicable MSHCP Local Development Mitigation Fee is paid to the City. The time of payment must comply with the City's Municipal Code (Chapter 3.40). BR-2: The project proponent shall ensure that burrowing owl clearance survey is performed not more than 30 days prior to project site disturbance (grubbing, grading, and construction). If any owls are identified, the most current protocol established by the California Department of Fish and Wildlife (Burrowing Owl Mitigation) must be followed. B-3: If construction or other ground-disturbing activities are scheduled to occur during the bird breeding season (February through August for raptors and March through August for most other birds), a pre-construction nesting bird survey shall be conducted by a qualified biologist. The survey shall be completed no more than 14 days prior to initial ground disturbance. The nesting bird survey shall include the project site and adjacent areas where Project activities have the potential to cause nest failure. If an active nest is identified, a qualified biologist shall establish an appropriate disturbance limit buffer around the nest using flagging or staking. Construction activities shall be avoided within any disturbance limit buffer zones until the nest is deemed no longer active by the biologist.	Planning Department Qualified Biologist	Prior to Grading & Construction	Less than significant

Table 3.7-1. Revised Mitigation Monitoring and Reporting Program

Resource	Mitigation Measures	Responsible for Monitoring	Timing	Impact after Mitigation
Cultural, Paleontological, and Tribal Cultural Resources	CR-1. All new ground-disturbing activities in areas not previously disturbed by site grading (either areas not previously graded or deeper excavations in previously-disturbed areas) shall be monitored by a qualified archaeologist and a tribal representative. If subsurface deposits believed to be cultural or human in origin are discovered, then all work must be halted within a 100-foot radius of the discovery. The archaeologist and tribal representative shall evaluate the significance of the find and shall have the authority to modify the no-work radius as appropriate, using professional judgement. If the professional archeologist and tribal monitor determine that the find does not represent a cultural resource or tribal cultural resource (respectively) then work may resume. If the find represents a cultural resource or tribal cultural resource, the qualified archaeologist and/or the tribal representative shall notify the City and the Agua Caliente Tribal Historic Preservation Office, as applicable, and recommend mitigation if the resource is determined to be a Historical Resource or a Tribal Cultural Resource under CEQA. Work shall not resume in the no work area until the required mitigation has been completed. If during the course of grading or construction in previously-disturbed sediments on the site, artifacts or other cultural resources are discovered, all grading on the site shall be halted and the Applicant shall immediately notify the City Planner. A qualified archaeologist shall be called to the site by, and at the cost of, the Applicant to identify the resource and recommend mitigation if the resource is culturally significant. The archeologist will be required to provide copies of any studies or reports to the Eastern Information Center, State of California located at the University of California Riverside and the Agua Caliente Tribal Historic Preservation Office (THPO) for permanent inclusion in the Agua Caliente Cultural Register. CR-2: If grading plans show that project-related excavations go deeper than ten (10) feet, a qualified paleontological monitor shall be retained by the site developer(s) to check for fossils. Should construction/development activities uncover paleontological resources, work will be halted in that area and moved to other parts of the project site and the monitor shall determine the significance of these resources. The paleontologist shall have authority to divert grading away from exposed fossils temporarily in order to recover the fossil specimens. If the find is determined to be significant, avoidance or other appropriate measures shall be implemented as recommended by the monitor.	Planning Department Qualified Archaeologist Tribal Representative Qualified Paleontologist	During grading and other ground disturbing activities	Less than significant

Table 3.7-1. Revised Mitigation Monitoring and Reporting Program

Resource	Mitigation Measures	Responsible for Monitoring	Timing	Impact after Mitigation
	CR-3. All fossils and associated data recovered during the paleontological monitoring shall be reposted in a public museum or other approved curation facility. CR-4. In the event that any human remains are discovered, the Applicant shall cease all work and contact the Riverside County Coroner's Office and work shall not resume until such time that the site has been cleared by County Coroner and/or the Desert Hot Springs Police Department in accordance with California Health and Safety Code Section 7050.5, and the CEQA Guidelines Section 15064.5. The Applicant shall also be required to consult with the Agua Caliente Tribal Historic Preservation Office (THPO).			
Geology and Soils	GM-1: Design of structural foundations and definition of remedial grading recommendations shall follow the recommendations in the Earth Systems Southwest Geotechnical Engineering Feasibility Report Update (May 2016) or most recent site-specific geotechnical report.	Planning/Building & Safety Departments	Prior to Grading	Less than significant
Noise	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.	Building & Safety Departments	During Grading and Construction	Less than Significant

Table 3.7-1. Revised Mitigation Monitoring and Reporting Program

Resource	Mitigation Measures	Responsible for Monitoring	Timing	Impact after Mitigation
	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. 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).			
Transportation / Traffic	TM-1: The following off-site improvements are needed to mitigate the significantly impacted intersections for Existing Plus Project conditions, without and with Amphitheater Event: Indian Canyon Drive/Dillon Road – Intersection 2 • Install traffic signal (signal warrant currently satisfied under Existing conditions) • Provide northbound left turn lane • Provide southbound left turn lane • Provide eastbound left turn lane • Provide westbound left turn lane Little Morongo Road/Dillon Road – Intersection 14 • Install traffic signal (signal warrant currently satisfied under Existing conditions)	Building/ Planning Department	During Construction as noted	Less than Significant

Table 3.7-1. Revised Mitigation Monitoring and Reporting Program

Resource	Mitigation Measures	Responsible for Monitoring	Timing	Impact after Mitigation
Transportation / Traffic	TM-2: The following off-site improvements are needed to mitigate the significantly impacted intersections for Existing Plus Project conditions, without and with Amphitheater Event: Indian Canyon Drive/18th Avenue – Intersection 3 • Install westbound stop sign • Provide northbound right turn lane • Provide southbound left turn lane • Restrict westbound left turn and provide westbound right turn lane Project Driveway/18th Avenue – Intersection 4 • Install northbound stop sign • Provide northbound left/right turn lane • Provide eastbound through/right lane • Provide westbound left/through lane Indian Canyon Drive/Project Driveway – Intersection 5 • Install traffic signal (signal warrant currently satisfied under Existing Plus Project Without Amphitheater Event conditions) • Provide southbound left turn lane • Provide westbound left/right turn lane Indian Canyon Drive/19th Avenue – Intersection 6	Building/ Planning Department	During Construction as noted	Less than Significant

Table 3.7-1. Revised Mitigation Monitoring and Reporting Program

Resource	Mitigation Measures	Responsible for Monitoring	Timing	Impact after Mitigation
	• Install westbound stop sign • Provide southbound left turn lane • Restrict eastbound and westbound left turn and provide westbound right turn lane Project Driveway/19th Avenue – Intersection 15 • Install southbound stop sign • Provide southbound left/right turn lane • Provide eastbound left/through lane • Provide westbound through/right lane Indian Canyon Drive/Parcel 30 Driveway – Intersection 16 • Install westbound stop sign • Provide westbound right turn lane Indian Canyon Drive/Parcel 31 Driveway – Intersection 17 • Install westbound stop sign • Provide westbound right turn lane			
Transportation / Traffic	TM-3: The following off-site improvements are needed to mitigate the deficient intersections for Opening Year (2021) With Project conditions, without and with Amphitheater Event: Indian Canyon Drive/Pierson Boulevard – Intersection 1 • Install traffic signal (signal warrant currently satisfied under Existing conditions)	Building/ Planning Department	During Construction as noted	Less than Significant

Table 3.7-1. Revised Mitigation Monitoring and Reporting Program

Resource	Mitigation Measures	Responsible for Monitoring	Timing	Impact after Mitigation
	• Provide northbound left turn lane • Provide southbound left turn lane • Provide eastbound left turn lane • Provide westbound left turn lane Indian Canyon Drive/Dillon Road – Intersection 2 • Install traffic signal (signal warrant currently satisfied under Existing conditions) • Provide northbound left turn lane • Provide southbound left turn lane • Provide eastbound left turn lane • Provide two westbound left turn lanes • Provide northbound right-turn overlap phasing Indian Canyon Drive/19th Avenue – Intersection 6 • Provide a second northbound through lane • Provide a second southbound through lane Little Morongo Road/Dillon Road – Intersection 14 • Install traffic signal (signal warrant currently satisfied under Existing conditions) • Provide northbound left turn lane • Provide southbound left turn lane			

Table 3.7-1. Revised Mitigation Monitoring and Reporting Program

Resource	Mitigation Measures	Responsible for Monitoring	Timing	Impact after Mitigation
	• Provide southbound right turn lane with overlap phasing • Provide a second eastbound left turn lane • Provide westbound right turn lane with overlap phasing			
Transportation / Traffic	TM-4: Manual traffic control shall be provided to facilitate the temporary surge in circulation and parking demand during an amphitheater event at the following intersections: Indian Canyon Drive/19th Avenue – Intersection 6 • Project Driveway/19th Avenue – Intersection 15 • Indian Canyon Drive/Parcel 31 Driveway – Intersection 16	Planning Department/ Amphitheater Operator	During Amphitheater Events	Less than Significant
Transportation / Traffic	TM-5: The project shall contribute towards the identified cumulative mitigation measure improvements (TM-1 through TM-3) on a fair share basis through payment of the adopted City of Desert Hot Springs Development Impact Fee program.	Building/ Planning Department	As Required by City	Less than Significant
Transportation / Traffic	TM-6: Construct 18th Avenue along the project boundary to its ultimate half-section width, including landscaping and parkway improvements.	Building/ Planning Department	During Construction	Less than Significant
Transportation / Traffic	TM-7: Construct 19th Avenue along the project boundary to its ultimate half-section width, including landscaping and parkway improvements	Building/ Planning Department	During Construction	Less than Significant

Table 3.7-1. Revised Mitigation Monitoring and Reporting Program

Resource	Mitigation Measures	Responsible for Monitoring	Timing	Impact after Mitigation
Transportation / Traffic	TM-8: Calle De Los Romos along the project boundary shall be constructed at its ultimate half-section width, including landscaping and parkway improvements.	Building/ Planning Department	During Construction	Less than Significant
Transportation / Traffic	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.	Building/ Planning Department	During Construction	Less than Significant
Tribal Cultural Resources	See mitigation measures CR-1 and CR-4	Planning Department Tribal Representative	During Construction	Less than significant

4.0 REFERENCES

City of Desert Hot Springs

2000 Comprehensive General Plan, Adopted September 5, 2000

Ganddini Group, Inc.

2019a Coachillin' Industrial Park Parcels 30 & 31 Air Quality, Global Climate Change, and Energy Impact Analysis. City of Desert Hot Springs. November 6, 2019.

2019b Coachillin' Industrial Park Noise Impact Analysis. City of Desert Hot Springs. December 11, 2019.

2019c Coachillin' Industrial Park Traffic Impact Analysis. City of Desert Hot Springs. November 6, 2019.

[MSWD] Mission Springs Water District

2016 2015 Urban Water Management Plan. June 20, 2016

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APPENDIX A – SPECIFIC PLAN UPDATE INITIAL STUDY

Initial Study

Amendment to Specific Plan DHS SP# 01-17
Coachillin' Industrial Cultivation and Ancillary Canna-Business Park
Coachillin' Holdings, LLC
Project Type (e.g. Cannabis Cultivation Facility)
On APNs 666-340-008 through 666-340-053

Prepared for:

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CHAPTER ONE – INTRODUCTION

1.1 Background

The Coachillin' Industrial Cultivation and Ancillary Canna-Business Park (Specific Plan #01-17) (Coachillin' Specific Plan) is located on two 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. 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 Riverside County approvals were adopted for the project site in Development Permit (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 Initial Study as the Previous Project MND and 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.

In 2019, the project applicant has 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. These changes are further described in Section 2 of this Initial Study.

Since the adoption of the Previous Project MND and the approval of the Specific Plan in 2017, grading and grubbing has occurred throughout the Specific Plan area in anticipation of development. Parcels 30 and 31 are currently being used for construction staging.

1.2 Purpose and Authority

This Initial Study has been prepared for the proposed Amendment of Specific Plan #01-17, Coachillin' Industrial Cultivation and Ancillary Canna-Business Park (Proposed Project). 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)). It should be noted that the State of California updated the CEQA Guidelines, including the Initial Study checklist, in December 2018. This Initial Study checklist is consistent with the updated Guidelines.

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 EIR;
- 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 document has been prepared in accordance with CEQA, Public Resources Code Section 21000 et. seq. The City of Desert Hot Springs is the lead agency pursuant to CEQA.

1.3 Determination

This Initial Study determined that additional air quality, energy, greenhouse gas emissions, noise, and transportation analysis would be required to determine the environmental effects of the Proposed Project and if these effects would require major revisions of the previously-approved MND due to the involvement of substantial increases in the severity of previously-identified significant effects. New technical studies for air quality, energy, greenhouse gas emissions, noise, and transportation were prepared. These technical studies determined that no new or more severe impacts would occur and that an MND Addendum focused on the new analysis should be prepared.

Effects on other resources, including aesthetics, agriculture and forestry resources, biological resources, cultural resources, geology/soils, hazards and hazardous materials, hydrology/water quality, land use/planning, mineral resources, population/housing, public services, recreation, tribal cultural resources, utilities/service systems, and wildfire, would have impacts similar to the adopted Specific Plan and are discussed here but not in the MND Addendum.

CHAPTER TWO – PROJECT DESCRIPTION

2.1 Project Location

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.

Total Project Area: 153.71 gross acres/143.79 net acres

Assessor's Parcel Numbers: 666-340-008 through 666-340-053

Section, Township & Range Description or reference:
Section 14, Township 3 South, Range 4 East, San Bernardino Base Line & Meridian

The location of the project site is shown in Exhibits 2-1 and 2-2.

Exhibit 2-1
Vicinity Map

Exhibit 2-2
Location Map

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 (Exhibit 2-3). 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 three events per week. Planning Areas (Exhibit 2-4) 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 changes to clarify meaning that are not summarized below. Please see the updated Specific Plan for a full accounting of all changes.

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

LAND USE	GROSS PARCEL ACREAGE	BUILDING SPACE (SQ. FT.)	
		Available Building Envelope[12]	Currently Planned[13]
~~PUBLIC~~ UTILITIES • ~~SCE Substation~~ Substation not required by SCE, now zoned Industrial Energy & Utilities (IE) – Private energy production and other industrial uses.	7.17[7]	----	----
AGRICULTURE • Crop Production (Hemp/Vegetable/Herb/Date/Citrus Fields)	13.54[8]	----	----
OTHER • Water Retention Basins & Cultivation/Irrigation Water Storage Reservoir • Well Site • Landscaping / Open Space	13.54[9] 1.87[10] 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. Deleted text is shown in ~~strike through~~ font, and added text is shown in <u>underlined</u> 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 <u>underlined</u> font.

Table 3-4 Explained

- ✓ ""**Permitted Uses**" **(P)** requiring ~~design review~~ <u>Administrative Development Permit</u>;
  - 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~~
  - ~~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 of DHS 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
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

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)
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
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

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)
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
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 include a hotel and amphitheater land use. Parcel 30 would include a 175-room, 150,000-gross-square-foot hotel and Parcel 31 would include a 5,000-seat amphitheater. Project construction is anticipated to take 1 year.

Exhibit 2-3 Parcel Map

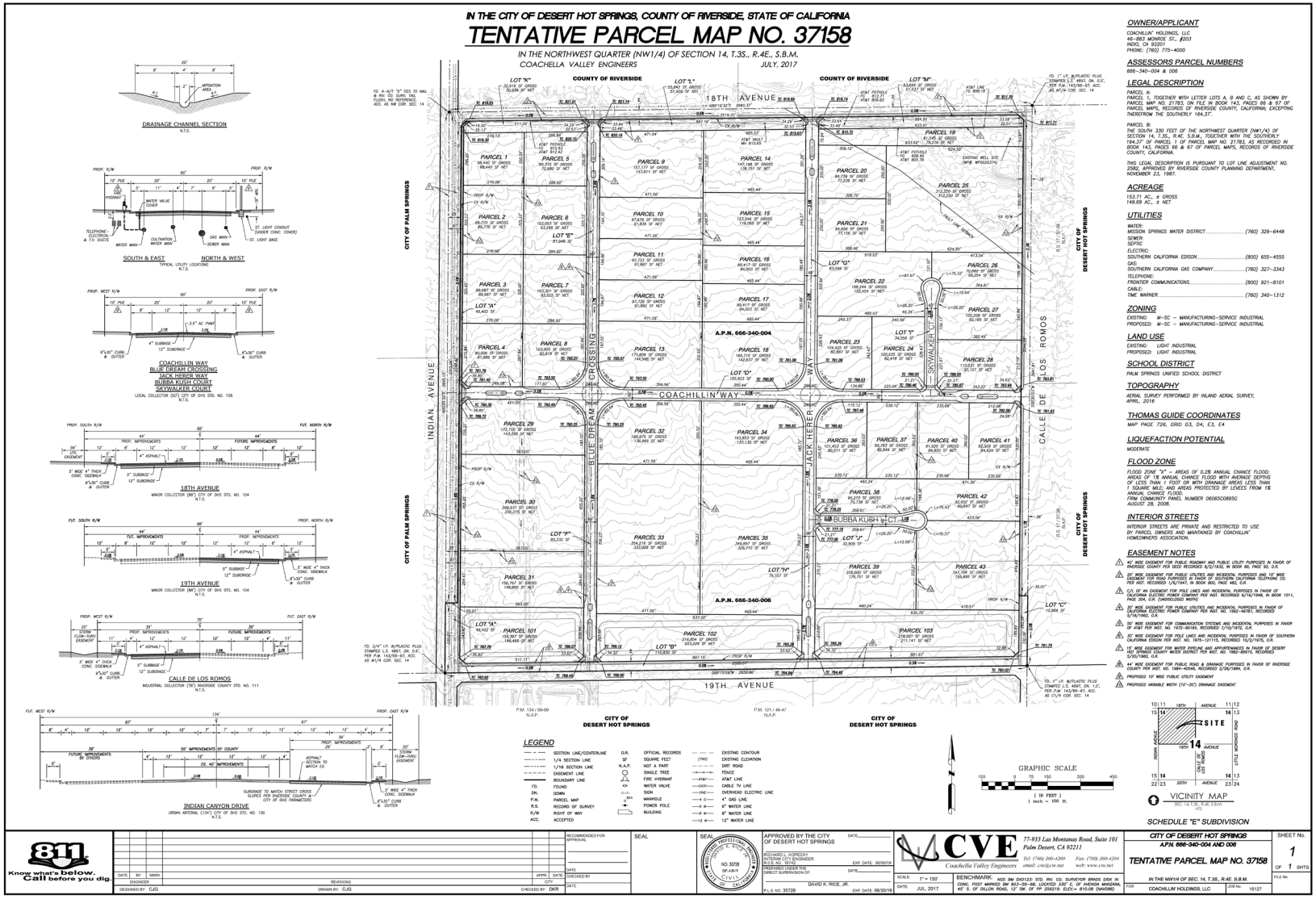
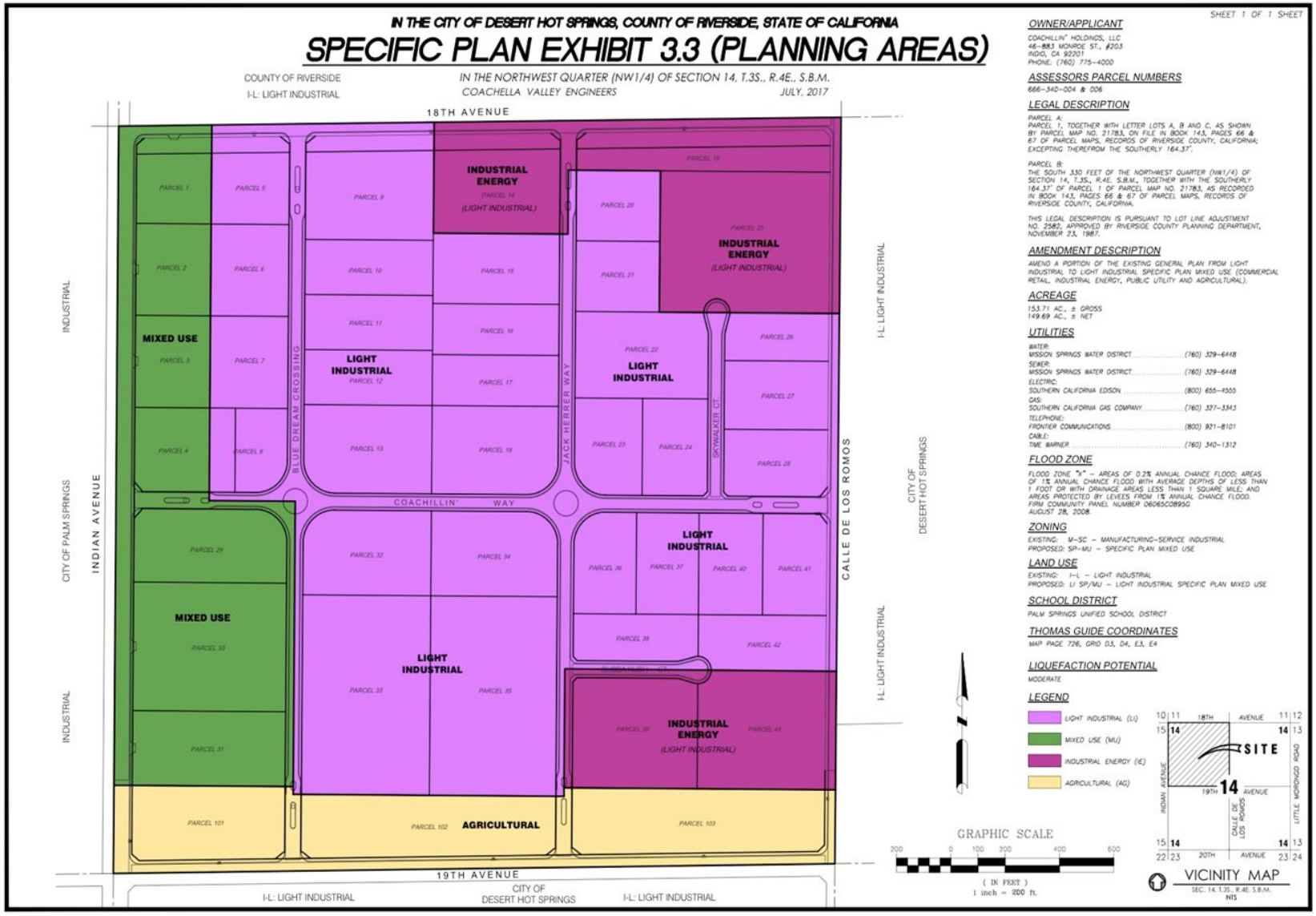


Exhibit 2-4 Planning Areas



CHAPTER THREE – ENVIRONMENTAL CHECKLIST

1. **Project Name:** Coachillin' Industrial Cultivation and Ancillary Canna-Business Park (Coachillin Specific Plan)

2. **Lead Agency Name and Address:**
City of Desert Hot Springs
65950 Pierson Boulevard
Desert Hot Springs, California, 92240

3. **Contact Person and Phone Number:**
Rebecca Deming
Community Development Director
760-329-6411, Ext. 240

4. **Project Location:**
Southeast corner of Indian Canyon Drive and 18th Avenue, City of Desert Hot Springs

5. **Project Applicants' Name and Address:**
Kenny Dickerson
Coachillin' Holdings LLC
71713 Highway 111, Suite 100
Rancho Mirage, CA 92270

6. **General Plan Designation:** I-L SP/MU – Light Industrial Specific Plan Mixed Use

7. **Zoning Designation:** SP-MU – Specific Plan Mixed Use

8. **Description of Project:** 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 (Exhibit 2-3). 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. Additionally, the Amendment proposes to re-designate Parcel 25 which was originally provided for Southern California Edison (SCE) power stations and systems to serve the Specific Plan projects. Because SCE no longer requires this parcel, the proposed Amendment would re-designate this parcel to Industrial Energy & Utilities (IE) to provide space for private power generation and other industrial uses.

9. **Surrounding Land Uses and Setting**:
North: R-L Residential Low Density; County of Riverside
South: I-L Light Industrial & C-R Commercial Retail; Desert Hot Springs
East: I-L Light Industrial; Desert Hot Springs Vacant Lot; Future MSWD Sewer Facility
West: Vacant and City of Palm Springs

Vacant land and utility uses are located to the east. A land use application for an anaerobic digester has been submitted for a portion of the vacant land to the east. Vacant land is also located across Indian Canyon Drive to the west of the site. Vacant land and residential buildings are across 18th Avenue to the north. Commercial buildings and vacant land are located to south across 19th Avenue. Further to the north is the existing North Palm Springs unincorporated community, and the City limits of the City of Palm Springs abuts the project to the west. The project is within the City of Desert Hot Springs. Interstate 10 (I-10) and Indian Canyon Drive bridge and interchange exists less than one-half mile to the south. Currently vacant land exists about one-quarter mile to the east owned by the Mission Springs Water District which is intended for future wastewater treatment facilities.

10. **Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement.):**

No new approvals are required from other public agencies.

11. **Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code Section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?**

AB 52 was not required for the Previous Project MND because the original MND was adopted prior to AB 52 requirements and AB 52 consultation is not required for CEQA addendum documents. SB 18 consultation was conducted in 2017 by the City of Desert Hot Springs. Additional information is provided in Chapter 4 Section 18, Tribal Cultural Resources.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

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

DETERMINATION

On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☐ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☒ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been adequately analyzed in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

_____ _____

Rebecca Deming, Community Development Director Date

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
I. AESTHETICS – Except as provided in Public Resources Code Section 21099, would the project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c) Substantially degrade the existing visual character or quality of public views of the site and its surroundings (public views are those that are experienced from publicly accessible vantage points)? If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☒	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
II. AGRICULTURE AND FOREST RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to the information compiled by the California Department of Forestry and Fire Protection regarding the State's inventory of forest land, including the Forest Legacy Assessment Project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined by Public Resource Code section 122220(g)), timberland (as defined by Public Resource Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104 (g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
e) Involve other changes in the exiting environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒
III. AIR QUALITY -- Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☒	☐	☐
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	☒	☐	☐
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☒	☐	☐
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐
IV. BIOLOGICAL RESOURCES -- Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☒	☐	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	☐	☐	☒	☐
c) Have a substantial adverse effect on federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☒	☐
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☒	☐	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☒	☐	☐
V. CULTURAL RESOURCES - Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	☐	☒	☐	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☒	☐	☐
c) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☒	☐	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
VI. ENERGY – Would the project:				
a) Result in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation?	☐	☐	☒	☐
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐
VII. GEOLOGY AND SOILS -- Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☒	☐	☐
ii) Strong seismic ground shaking?	☐	☒	☐	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☒	☐	☐
iv) Landslides?	☐	☒	☐	☐
b) Result in substantial soil erosion or the loss of topsoil?	☐	☒	☐	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☒	☐	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☒	☐
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐
VIII. GREENHOUSE GAS EMISSIONS – Would the project:				
a) Generate greenhouse gas emissions either directly or indirectly, that may have a significant impact on the environment?	☐	☒	☐	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☒	☐	☐
IX. HAZARDS AND HAZARDOUS MATERIALS – Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☐	☒
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☒	☐
X. HYDROLOGY AND WATER QUALITY -- Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	☐	☐	☒	☐
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i) result in substantial erosion or siltation on- or off-site?	☐	☐	☒	☐
ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	☐	☐	☒	☐
iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) In flood hazard, tsunami or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☐	☒
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐
XI. LAND USE AND PLANNING - Would the project:				
a) Physically divide an established community?	☐	☐	☐	☒
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒
XII. MINERAL RESOURCES -- Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒
XIII. NOISE – Would the project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☒	☐	☐
b) Generation of excessive groundborne vibration or groundborne noise levels?	☐	☒	☐	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) For a project located within the vicinity of an private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒
XIV. POPULATION AND HOUSING -- Would the project:				
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
XV. PUBLIC SERVICES				
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
i) Fire protection?	☐	☐	☒	☐
ii) Police protection?	☐	☐	☒	☐
iii) Schools?	☐	☐	☒	☐
iv) Parks?	☐	☐	☐	☒
v) Other public facilities?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVI. RECREATION				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒
XVII. TRANSPORTATION -- Would the project:				
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☒	☐	☐
b) conflict or be inconsistent with CEQA Guidelines Section 15064.3 subdivision (b)?	☐	☐	☐	☒
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
d) Result in inadequate emergency access?	☐	☐	☐	☒
XVIII. TRIBAL CULTURAL RESOURCES – Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or	☐	☐	☐	☒
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5020.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☒	☐	☐
XIX. UTILITIES AND SERVICE SYSTEMS – Would the project:				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	☐	☐	☒	☐
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
d) Generate solid waste in excess of State or local standards or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☐	☒
XX. WILDFIRE – If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☐	☒
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☒
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☒

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

CHAPTER FOUR – DISCUSSION OF ENVIRONMENTAL IMPACTS

This section provides explanation and justification of the Initial Study Checklist found in Chapter Three. The environmental effects of the proposed Specific Plan Amendment (Proposed Project) were compared to the environmental effects of the approved Specific Plan (Previous Project) that were analyzed in 2017 to determine if any of the criteria for a Subsequent or Supplemental EIR are met (see Section 1.2 for additional discussion regarding these criteria), or if additional study is required to determine if an EIR is required. It should be noted that the State of California updated the CEQA Guidelines, including the Initial Study checklist, in December 2018. This Initial Study checklist is consistent with the updated Guidelines.

The Project location remains the same for both the Previous Project and the Proposed Project. Therefore, when referring to the geographic area, Project site is used.

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.

These documents together are referred to as the Previous Project MND.

It should be noted that the affected environment has changed since the adoption of the Previous Project MND addendum in September 2017. Rough grading, including vegetation removal, has been completed on the entire 160 acres. Precise grading has been completed on Parcels 10, 11, 12, 14, 19, 28, 32, and 33. Parcels 30 and 31 are used for construction staging. Site infrastructure construction and installation is underway and many facilities have been completed. Where applicable, this has been discussed in the impact analysis sections below.

1. AESTHETICS

Previous Project MND Finding: Less than significant impact.

Proposed Project Finding: Less than significant impact.

Except as provided in Public Resources Code Section 21099,

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

Less Than Significant Impact. The proposed Specific Plan amendment (Proposed Project) 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. The Proposed Project would update development standards to reflect a new structure height maximum limit for Parcel 30. The structure height for Parcel 30 is proposed to be 65 feet maximum, an increase from the previously-approved 55-foot 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 remains at 55 feet; however, the 2-story maximum has been removed. Although the Proposed Project would update height requirements for Parcel 30, the revised maximum height requirement of 65 feet would be the same as for buildings on the interior parcels, and would not substantially affect a scenic vista. All parcels would remain subject to the Previous Project's Design Guidelines pertaining to building massing, forms, pedestrian scale, and materials and colors. The visual character and scale of the site would remain similar to that analyzed in the Previous Project MND.

The City of Desert Hot Springs, including the Project site, is located in the Coachella Valley, surrounded by the San Bernardino and San Jacinto Mountain Ranges in all directions. The San Bernardino and San Jacinto Mountain Ranges have a significant rise over the valley floor and are visible from most locations in the City. The Project site is located along the east side of Indian Canyon Drive, between 18th Avenue and 19th Avenue. The Project site is located in an area separate from the City's main residential and commercial districts. No designated scenic vistas are in the vicinity of the site (ECORP 2017). The Proposed Project is not anticipated to adversely affect any significant vistas and no mitigation measures are required.

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

No Impact. The location and existing character of the Project site would remain the same as previously analyzed. The nearest Officially Designated State Scenic Highway is I-10, which is approximately 0.25-mile south of the Project site. The Project site does not contain any landmarks or scenic resources, such as trees, rock outcroppings, that would be damaged by the proposed development. No specific scenic resources such as rock outcroppings or unique features exist on the site and development of the Proposed Project would not obstruct any prominent scenic vista or other views open to the public traveling on I-10. No impact would occur.

c) *Would the project substantially degrade the existing visual character or quality of public views of the site and its surroundings (public views are those that are experienced from publicly accessible vantage points)? If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?*

Less Than Significant Impact. The Specific Plan area is currently in the process of being developed by various cannabis and other commercial/industrial land uses. Parcels 25, 30 and 31 are currently undeveloped. Nearby properties are zoned Light Industrial by the City. However, there are a number of mixed activities and uses dating from earlier times prior to annexation by the City, which were lightly regulated for design. The nearest uses include commercial business and industrial buildings in parks as well as mixed rural and outside storage uses. The Proposed Project would be of a scale compatible with surrounding proposed uses and above ground structures would be designed to blend in with surroundings by using desert-compatible native landscaping and natural colors in accordance with the Specific Plan's adopted Design Guidelines. The Proposed Project would amend the Specific Plan's development standards 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. Although the Proposed Project would change height requirements for Parcel 30, the new maximum height requirement of 65 feet would be the same as interior buildings therefore matching the existing visual character in relation to nearby existing and proposed development. Surrounding developments include an industrial development, as well as undeveloped, vacant land directly across Indian Canyon Drive. Therefore, impacts from changing the visual character of the site from vacant to developed mixed use are considered to be less than significant and no mitigation measures are required. No new or more severe impacts are anticipated.

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

Less Than Significant Impact. Impacts related to the introduction of new lighting from the development of the Specific Plan were analyzed in the Previous Project MND. Lighting from the proposed hotel use would be similar to the commercial and industrial uses evaluated for the Previous Project. The Proposed Project's amphitheater use may include illumination to light the performance area of the amphitheater and for the safety of the public.

The adopted Specific Plan Design Guidelines requirements regarding exterior lighting conform with the City's Outdoor Lighting Standards. These include preparation of a detailed lighting plan showing that no glare or light spill shall aversely impact adjoining properties or passing motorists; using adequate, uniform, and glare-free lighting, such as dark-sky compliant fixtures; limiting the height of figures to 35 feet; and ensuring lighting is shielded. Guidelines specific to the amphitheater have been added to the Design Guidelines as follows:

- Lighting used to illuminate the amphitheater performance area must be either directed spotlighting or full cutoff lighting. If directed spotlighting is

used, the light source must be located and designed such that it is not visible beyond the property boundaries

- Lighting used to illuminate the amphitheater performance area shall only be turned on during performances or rehearsals
- Lighting used to illuminate the signage, seating areas, pathways, and other areas of the amphitheater must meet all standards of the Specific Plan Design Guidelines and the City of Desert Hot Springs Municipal Code sections 17.140.140 and 17.140.170.

Impacts would remain less than significant.

2. AGRICULTURE AND FORESTRY

Previous Project MND Finding: No Impact.

Proposed Project Finding: No Impact.

a) Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

No Impact. The Proposed Project would not disturb or convert any designated farmland or other form of agricultural resource. According to the 2016 California Farmland Mapping and Monitoring Program, the Project site is categorized as "Urban Built-up Land". This designation is not considered important farmland. Urban Built-up Land is used to identify properties occupied by structures that are residential, industrial, commercial, construction, institutional, public administration, cemeteries, airports, golf courses, sanitary landfills, sewage treatment and water control devices. The subject site and surrounding land to the north, east, south and west is not categorized as Prime Farmland, Unique Farmland, or Farmland of local statewide importance (ECORP 2017). Neither the Previous Project nor the Proposed Project would convert designated Farmland to non-agricultural use. No impacts would occur, and no mitigation measures are required.

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

No Impact. The Project site is not located on land classified as farmland or zoned for agricultural use. According to the Williamson Act Program 2014 Status Report, no portion of land within a one-mile radius is recognized as being under a Williamson Act Contract (ECORP 2017). Neither the Previous Project nor the Proposed Project not conflict with or remove land from the City's agricultural zoning or agricultural preserve. Neither the Previous Project nor the Proposed Project would conflict with existing zoning for agricultural use or a Williamson Act Contract and no mitigation measures are required.

c) *Would the project involve other changes in the existing environment which, due to their location or nature could result in conversion of Farmland to non-agricultural use?*

No Impact. There is no farmland on or in the vicinity of the Project site. No forestland, timberland, or timberland zoned Timberland Production Areas are situated on or in the immediate surroundings of the site (ECORP 2017). Therefore, neither the Previous Project nor the Proposed Project would not conflict with or result in the conversion of such land. For this reason, impacts involving the conversion of Farmland to a non-agricultural use would not occur. Additionally, Parcels 101, 102, and 103 would be developed into agricultural uses with both the Previous Project and Proposed Project, resulting in a beneficial impact. No impacts are anticipated to conflict with rezoning of forest land, timberland or timberland production and no mitigation measures are required. Beneficial impacts are anticipated from the establishment of agricultural uses on three parcels in the Specific Plan.

d) *Result in the loss of forest land or conversion of forest land to non-forest use?*

No Impact. The Project site is located in a relatively vacant undeveloped area. No forest land occurs on the Project site or in the surrounding area. Additionally, forest vegetation is not characteristic of the Coachella Valley desert environment. No impacts are anticipated to loss of forest land or conversion of forest land and no mitigation measures are required.

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

No Impact. No farmland or forest land is situated within or adjacent to the Project site. No impacts are anticipated in the conversion of farmland to nonagricultural use of forest land to non-forest use and no mitigation measures are required.

3. AIR QUALITY

Previous Project MND Finding: Less Than Significant Impact with Mitigation Incorporated.

Proposed Project Finding: Less Than Significant Impact with Mitigation Incorporated

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?*

Less Than Significant Impact with Mitigation. The Proposed Project proposes an amendment to the Coachillin' 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. The Previous Project included commercial and industrial land uses on these parcels. The Previous Project's air quality analysis identified impacts that would be less than significant with mitigation. The Proposed Project was evaluated to determine if new or more severe air quality impacts as compared to the previously approved 2017 Specific Plan would occur. The air quality analysis determined that impacts from the Proposed Project would remain less than significant with mitigation.

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

Less Than Significant. The South Coast Air Quality Management District (SCAQMD) recommends that odor impacts be addressed in a qualitative manner. Such an analysis shall determine whether a project would result in excessive nuisance odors, as defined under the California Code of Regulations and Section 41700 of the California Health and Safety Code, and thus would constitute a public nuisance related to air quality. Land uses typically considered associated with odors include wastewater treatment facilities, waste-disposal facilities, or agricultural operations. Odor emissions from construction and operation of a hotel and amphitheater would be similar to those analyzed for other commercial and industrial uses in the Previous Project MND in 2017 and would be less than significant.

4. BIOLOGICAL RESOURCES

Previous Project MND Finding: Less Than Significant Impact with Mitigation Incorporated.

Proposed Project Finding: Less Than Significant Impact with Mitigation Incorporated.

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

Less Than Significant Impact with Mitigation Incorporated. The Proposed Project would be located on the same site as the Coachillin' Specific Plan. The Proposed Project proposes hotel and amphitheater uses on Parcels 30 and 31. These parcels were previously approved for mixed use development. The proposed amendment to allow for hotel and amphitheater uses would not create a new or more substantial biological resources impact with implementation of

mitigation measures required by the Previous Project MND (ECORP 2017). For ease of reference, these mitigation measures are repeated below.

- **BR-1:** The Project proponent shall ensure that the applicable Multiple Species Habitat Conservation Plan (MSHCP) Local Development Mitigation Fee is paid to the City. The time of payment must comply with the City's Municipal Code (Chapter 3.40).
- **BR-2:** The Project proponent shall ensure that burrowing owl clearance survey is performed not more than 30 days prior to Project site disturbance (grubbing, grading, and construction). If any owls are identified, the most current protocol established by the California Department of Fish and Wildlife (Burrowing Owl Mitigation) must be followed.
- **BR-3**: If construction or other ground-disturbing activities are scheduled to occur during the bird breeding season (February through August for raptors and March through August for most other birds), a pre-construction nesting bird survey shall be conducted by a qualified biologist. The survey shall be completed no more than 14 days prior to initial ground disturbance. The nesting bird survey shall include the Project site and adjacent areas where Project activities have the potential to cause nest failure. If an active nest is identified, a qualified biologist shall establish an appropriate disturbance limit buffer around the nest using flagging or staking. Construction activities shall be avoided within any disturbance limit buffer zones until the nest is deemed no longer active by the biologist.

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

c) *Would the project have a substantial adverse effect on any state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means*

Less Than Significant Impact. The Project site does not contain any streams, creek, rivers, blue-lined streams, lakes, vernal pools or ponds. However, an ephemeral, dry wash was observed adjacent to the Project site along the northeast corner and into a portion of the Project site's eastern boundary. It has sandy substrates and gently incised banks in some areas and falls under the jurisdiction of the U.S. Army Corps of Engineers (USACE). Based on an approved non-jurisdictional determination completed on April 19, 2017, it was concluded the Project site does not contain Waters of the United States pursuant to 33 CFR Part 325.9. As such, a Section 404 Clean Water Act permit would not be required for activities conducted on this property.

On April 12, 2017, the California Department of Fish and Wildlife entered into a Streambed Alteration Agreement pursuant to Fish and Game Code (FGC) section

1602. The reporting measures include: Habitat Mitigation and Monitoring Plan, Photo Documentation; Project Completion Report; Annual Reporting, Notification to the California Natural Diversity Data Base (CNDDB), and Notification of Start of Construction.

No additional or more severe impacts are anticipated from the Proposed Project (ECORP 2017). Impacts would be less than significant.

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

Less Than Significant Impact with Mitigation Incorporated. According to the Coachella Valley Multiple Species Habitat Conservation Plan (CVMSHCP), the property has not been determined to be a part of a biological corridor or linkage area. Due to the disturbance and lack of natural habitat, impacts to native species movement and nursery sites are considered less than significant.

The Coachella Valley region contains potential habitat for the burrowing owl, which is protected in the United States by the Migratory Bird Treaty Act of 1918. The Migratory Bird Act prohibits harming the owl and therefore mitigation that is approved by U.S. Fish & Wildlife (USFWS) is generally required. This measure is specified in Mitigation Measure BR-2 of this Initial Study. Depending on the timing of construction, raptors and other species protected under the MBTA may be affected by both Proposed Project and Previous Project construction. This impact would be less than significant with implementation of Mitigation Measure BR-3.

Less than significant impacts are expected to the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, with the implementation of Mitigation Measure BR-2 and BR-3. These impacts are not new or more adverse than those described in the Previous Project MND.

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

No Impact. Implementation of the Proposed Project would not result in tree removal and would not conflict with tree preservation policies or ordinances.

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

Less Than Significant Impact with Mitigation Incorporated. The City of Desert Hot Springs is a Permittee under the CVMSHCP. The Proposed Project would not conflict with the provisions of the CVMSHCP, with the implementation of Mitigation

Measures BR-1 through BR-3. No additional or more substantial adverse impacts are anticipated.

5. CULTURAL RESOURCES

Previous Project MND Finding: Less Than Significant Impact with Mitigation Incorporated.

Proposed Project Finding: Less than Significant Impact with Mitigation Incorporated.

a) *Would the project cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?*

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

Less than Significant with Mitigation Incorporated. The Proposed Project would be located on the same site as the Previous Project. Site-specific studies were conducted on the Project site in 2005, 2008 and 2016. The field surveys produced negative results, and no prehistoric or historic resources were identified within or adjacent to the Project site. Therefore, no Historical Resources, as defined by CEQA, were anticipated to be affected by the Proposed Project based on the results of the three cultural resources studies conducted on the Project site. However, the cultural resources studies acknowledged the potential for buried resources to be uncovered during ground-disturbing activities and recommended mitigation to address these unknown finds. The Previous Project MND determined that impacts to these unanticipated resources would be less than significant with Mitigation Measure CR-1.

Since the Previous Project MND was adopted by the City of Desert Hot Springs, rough grading of up to 5 feet in depth has occurred on the entire site, including Parcels 30 and 31. Utilities and other infrastructure has been installed. During these grading and installation activities, no unknown cultural resources were identified. However, more recent studies have identified a higher potential for buried cultural resources in the valley and recent excavations have revealed significant buried deposits in Holocene-deposited alluvium (City of Desert Hot Springs, personal communication, March 19, 2020). Therefore, Mitigation Measure CR-1 has been modified to require monitoring in undisturbed areas of the site.

CR-1: All new ground-disturbing activities in areas not previously disturbed by site grading (either areas not previously graded or deeper excavations in previously-disturbed areas) shall be monitored by a qualified archaeologist and a tribal representative. If subsurface deposits believed to be cultural or human in origin are discovered, then all work must be halted within a 100-foot radius of the discovery. The archaeologist and tribal representative shall evaluate the significance of the find and shall have the authority to modify the no-work radius as appropriate, using professional judgement. If the professional archeologist and

tribal monitor determine that the find does not represent a cultural resource or tribal cultural resource (respectively) then work may resume. If the find represents a cultural resource or tribal cultural resource, the qualified archaeologist and/or the tribal representative shall notify the City and the Agua Caliente Tribal Historic Preservation Office, as applicable, and recommend mitigation if the resource is determined to be a Historical Resource or a Tribal Cultural Resource under CEQA. Work shall not resume in the no work area until the required mitigation has been completed.

If during the course of grading or construction in previously-disturbed sediments on the site, artifacts or other cultural resources are discovered, all grading on the site shall be halted and the Applicant shall immediately notify the City Planner. A qualified archaeologist shall be called to the site by, and at the cost of, the Applicant to identify the resource and recommend mitigation if the resource is culturally significant. The archeologist will be required to provide copies of any studies or reports to the Eastern Information Center, State of California located at the University of California Riverside and the Agua Caliente Tribal Historic Preservation Office (THPO) for permanent inclusion in the Agua Caliente Cultural Register.

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

Less Than Significant Impact with Mitigation Incorporated. There are no known human burials on the Project site. The Proposed Project is not expected to disturb any human remains, including those interred outside of formal cemeteries.

During the Previous Project analysis, in a letter dated June 17, 2016, Ms. Katie Croft, Archaeologist THPO Agua Caliente Band of Cahuilla Indians (ACBCI) iterated the Proposed Project is not located within boundaries of ACBCI Reservation. However, it is within the Tribes Traditional Use Area (TUA). A record check of ACBCI registry indicates this area has been previously surveyed for cultural resources but no cultural resources were identified. The ACBCI THPO requested that should human remains be discovered during construction of the Proposed Project, the contractor would be subject to either State law regarding the discovery and disturbance of human remains or the Tribal burial protocol, as outlined in Mitigation Measure CR-4 from the Previous Project MND. Mitigation Measure CR-4 is provided below for reference. No additional or more severe impacts are anticipated with the Proposed Project.

- **CR-4.** In the event that any human remains are discovered, the Applicant shall cease all work and contact the Riverside County Coroner's Office and work shall not resume until such time that the site has been cleared by County Coroner and/or the Desert Hot Springs Police Department in accordance with California Health and Safety Code Section 7050.5, and the CEQA Guidelines Section 15064.5. The Applicant shall also be

required to consult with the Agua Caliente Tribal Historic Preservation Office (THPO).

6. ENERGY

Previous Project MND Finding: Not applicable. Energy use was not required to be analyzed in the Previous Project MND, which was prepared in 2017. However, in December 2018, Energy was added as a topic for analysis in the Initial Study Checklist by the State of California.

Proposed Project Finding: Less than Significant.

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?*

Less than Significant. The Proposed Project proposes an amendment to the Coachillin' 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. The Previous Project MND did not analyze energy impacts when it was prepared in 2017. The State of California added Energy as a topic in the Initial Study checklist in December 2018. An energy analysis was prepared and determined that the Proposed Project would not result in wasteful, inefficient or unnecessary consumption of energy resources or obstruct a state or local plan for energy efficiency.

7. GEOLOGY AND SOILS

Previous Project MND Finding: Less Than Significant Impact with Mitigation Incorporated.

Proposed Project Finding: Less Than Significant Impact with Mitigation Incorporated.

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

i. *Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.*
ii. *Strong seismic ground shaking?*
iii. *Seismic-related ground failure, including liquefaction?*
iv. *Landslides?*

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

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

Less Than Significant Impact with Mitigation Incorporated. The Proposed Project would be located on the same site as the Coachillin' Specific Plan. The requirements for development of the Specific Plan are based on a site-specific fault study completed in 2017 (Petra 2017) and a site-specific geotechnical report completed in 2016 (Earth Systems Southwest 2016). These are summarized here and in the Previous Project MND, which has been incorporated by reference.
A fault investigation report was prepared for the Previous Project (Petra Geosciences 2017). The study identified that a portion of the Alquist-Priolo Zone for the Banning Branch of the San Andreas fault crosses the northeast portion of the Project site. As shown in Figure 2-1, a fault setback has been established with the Previous Project, which will remain with the Proposed Project. No development is allowed in the fault setback zone.

The fault investigation report and geotechnical report discusses the requirements for site preparation and construction to account for seismic activity and ground subsidence. According to the site-specific geotechnical report prepared in 2017, the Project site is not in an area that is susceptible to landslide, lateral spreading, liquefaction, or collapse. As discussed in the Previous Project MND, the site would be subject to strong seismic ground shaking. However, this impact would be reduced to less than significant with Mitigation Measure GM-1, which requires remedial grading including over-excavation and re-compaction in accordance to site-specific geotechnical recommendations. Site soils are susceptible to wind and water erosion, and standard construction measures to reduce seasonal flooding and waterborne erosion will be incorporated into the site grading plans. Both the Previous Project and the Proposed Project will comply with the requirements of the SCAQMD and Regional Water Quality Control Board (RWQCB) to minimize erosion during construction, including dust control plans, erosion control plans, and others.

The Proposed Project proposes hotel and amphitheater uses on Parcels 30 and 31. These parcels were previously approved for mixed use development. The proposed amendment to allow for hotel and amphitheater uses would not create a new or more substantial geological resources impact with implementation of Mitigation Measure GM-1 from the Previous Project MND. Mitigation Measure GM-1 is listed below for reference.

- **GM-1:** Design of structural foundations and definition of remedial grading recommendations shall follow the recommendations in the Earth Systems Southwest Geotechnical Engineering Feasibility Report Update (May 2016) or most recent site-specific geotechnical report.

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

No Impact. Expansive soils are those that include a significant amount of clay and are subject to swelling. Expansive soils can change in volume and can exert significant pressure on loads (such as buildings) that are placed on them. The onsite soils are very low to non-expansive (ECORP 2017). No impact is expected from expansive soils.

e) *Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?*

Less than Significant Impact. Although the Proposed Project and the surrounding area are within the Mission Spring's Water District's (MSWD's) sewer service area, the District does not currently provide wastewater collection or treatment service in this area. The Specific Plan buildings will eventually connect to a new MSWD wastewater treatment plant that will be constructed east of the Project site on Little Morongo Road. The Previous Project was approved to construct a sewer system both onsite and offsite to connect to the MSWD plant and according to their conditions of approval. According to MSWD, the plant should be completed in second quarter 2021 (ECORP 2017). According to percolation test results onsite performed by SoCal Geotechnical 2007, percolation rates at test locations are between 0.4 and 1.4 minutes per inch; adequate for supporting the use of interim septic tanks and leach fields, if needed. The use of appropriately-sized interim septic tanks/leach fields was approved with the original Specific Plan. Impacts to soils (if any) would be similar to the Previous Project, no new or substantially more severe impacts are anticipated.

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

Less Than Significant Impact with Mitigation Incorporated. A paleontological resources evaluation was conducted by CRM TECH in 2008, which was updated in 2016. The Project site is not known to contain unique paleontological features. Additionally, there are no unique geological features (river, lake, hills, faults, and folds etc.) located onsite that can directly or indirectly be destroyed. The surface soils consist of light brown, fine-to-coarse alluvial sands mixed with small rocks. Recent deposits are not conducive to the location of paleontological resources. However, older, deeper Pleistocene-age sediments and formations have a high potential for the presence of fossils. Impacts to buried fossils would be less than significant with Mitigation Measures CR-2 and CR-3. No new or more severe impacts are anticipated. Mitigation Measures CR-2 and CR-3 are repeated below for ease of reference.

Note that the paleontology analysis was previously provided in the Cultural Resources section. However, this question moved to the Geology and Soils section in December 2018 after the State's revision of the Initial Study checklist. The mitigation measures have not been renumbered in order to maintain consistency with the adopted Mitigation Monitoring and Reporting Program.

- **CR-2:** If grading plans show that Project-related excavations go deeper than ten (10) feet, a qualified paleontological monitor shall be retained by the site developer(s) to check for fossils. Should construction/development activities uncover paleontological resources, work will be halted in that area and moved to other parts of the Project site and the monitor shall determine the significance of these resources. The paleontologist shall have authority to divert grading away from exposed fossils temporarily in order to recover the fossil specimens. If the find is determined to be significant, avoidance or other appropriate measures shall be implemented as recommended by the monitor.

- **CR-3:** All fossils and associated data recovered during the paleontological monitoring shall be reposted in a public museum or other approved curation facility.

8. GREENHOUSE GAS EMISSIONS

Previous Project MND Finding: Less Than Significant Impact with Mitigation Incorporated.

Proposed Project Finding: Less Than Significant Impact with Mitigation Incorporated.

a, b) Would the project generate greenhouse gas emissions either directly or indirectly, that may have a significant impact on the environment? Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Less Than Significant With Mitigation Incorporated. The Proposed Project proposes an amendment to the Coachillin' 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. The Proposed Project would allow for a permitted use within a Mixed-Use land use designation. The Previous Project's analysis of potential impacts from greenhouse gas emissions determined that the Previous Project's impact would be less than significant with mitigation incorporated. A greenhouse gas emissions analysis was prepared for the Proposed Project, which also determined that impacts would be less than significant with mitigation incorporated.

9. HAZARDS AND HAZARDOUS MATERIALS

Previous Project MND Finding: Less Than Significant Impact.

Proposed Project Finding: Less Than Significant Impact.

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

Less Than Significant Impact. Construction of the Specific Plan development is expected to involve the temporary management and use of potentially hazardous substances. Some of these materials would be transported to the site periodically by vehicle and would be stored on a short-term basis during construction. When handled properly by trained individuals and consistent with the manufacturer's instructions and industry standards, there is a reduced risk when handling these materials. Construction risk will be at a minimum due to restrictions that prevent members of the public from entering the construction site. To prevent a threat to the environment during construction, the proper management of potentially hazardous materials will be regulated in part by the Best Management Practices (BMPs) and measures of a required Stormwater Pollution Prevention Plan (SWPPP) for the Specific Plan. The most pertinent measures pertain to Material Delivery and Storage; Material Use; and Spill Prevention and Control. These measures outline the required physical improvements and procedures for preventing impacts of hazardous materials to workers and the environment during construction. With such standard requirements in place, less than significant impacts are anticipated during construction. Changes to the Specific Plan to allow for additional uses in the Mixed Use zone would not change this conclusion.

Operations associated with the Proposed Project are not expected to involve the routine transport, use or disposal of hazardous materials in quantities or conditions that would pose a hazard to public health and safety or the environment.

No new or more severe impacts are anticipated. Less than significant impacts related to the routine transport, use, or disposal of hazardous materials are expected, and no mitigation measures are required.

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

Less Than Significant Impact. A Phase I Environmental Site Assessment was prepared for the project site in August 2016. That study concluded that no recognized environmental conditions were present, and no additional investigation is warranted.

As previously discussed, the Proposed Project is expected to handle quantities of hazardous materials typical of commercial and light industrial land uses. Heavy

industrial land uses that would be large generators or users of hazardous materials are not allowed with either the Previous Project or Proposed Project. Any use of potentially hazardous materials, e.g., swimming pool chemicals, is expected to be in small quantities and would be managed on-site with proper containers and facilities, as required by industry standards. The California Health and Safety Code requires that every pool have a responsible person to take appropriate action to correct hazardous conditions at the pool, including spills. The facility operator would be required to provide the proper storage facilities and containers designed to protect and isolate these substances, therefore minimizing the threat to the public or the environment. Facility employees will be trained on safety rules to prevent personal or public risk. These include actions to implement in the event of a spill, in accordance with California Department of Public Health requirements. Therefore, the Proposed Project would not have any new or more severe impacts and would not create a significant hazard to the public or environment; potential impacts are less than significant.

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

No Impact. The closest school (Two Bunch Palms Elementary) is located approximately 5.5 miles northeast the Project site. Therefore, the Proposed Project would not emit hazardous emissions or handle hazardous materials, substances or waste within 0.25 mile of an existing or proposed school.

d) *Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?*

No Impact. A Phase I Environmental Site Assessment prepared for the site concluded that no recognized environmental conditions were present, and no additional investigation is warranted.

Furthermore, record searches on the site were performed within multiple database platforms compiled pursuant to Government Code 65962.5 and its subsections as part of the Previous Project MND. The resources consulted included GeoTracker, EnviroStor, and the EPA Enforcement and Compliance History Online (ECHO). GeoTracker is maintained by the State of California Water Resources Control Board. EnviroStor is maintained by the State of California Department of Toxic Substances Control (DTSC). The ECHO database focuses on inspection, violation, and enforcement data for the Clean Air Act (CAA), Clean Water Act (CWA) and Resource Conservation and Recovery Act (RCRA) and also includes Safe Drinking Water Act (SDWA) and Toxics Release Inventory (TRI) data.

The search results did not identify any records or sites in connection with the property. No Leaking Underground Storage Tank Cleanup Sites, Land Disposal Sites, Military Sites, DTSC Hazardous Waste Permits, DTSC Cleanup Sites, or

Permitted Underground Storage Tanks are known to occur on or around the property (ECORP 2017). No impact would occur.

e) *For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?*

No Impact. The Proposed Project is not located near an existing airport or airport land use plan. The nearest airport facility to the Project site is the Palm Springs International Airport, located approximately seven miles south of the Project site. No impacts related to a safety hazard for people working in the Project site are expected because there are no airports within two miles of the Project site and no mitigation measures are required.

g) *Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?*

Less than Significant Impact. The Proposed Project would not significantly alter the existing circulation pattern near the Project site or in the Project region nor adversely impact evacuation plans. The primary access point to the Specific Plan development is on Indian Canyon Drive (currently paved) and the interior street Coachillin Way (currently compacted road base, in the process of completion). The City has required various road improvements to public roadways around the Proposed Project as part of the Previous Project MND and traffic study (discussed in the Transportation section of this Initial Study). Internal roadways will remain private, and the developer has designed the roadways with Police and Fire department review to ensure adequate emergency vehicle accommodations are made. No new or more severe impacts are anticipated, and impacts would remain less than significant.

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

Less Than Significant Impact. The Proposed Project would be located on the same site as the Coachillin' Specific Plan. This Project site is not located in a high or very high fire hazard zones. The Riverside County Integrated Project (RCIP) indicates that the Project site is not within the Very High Severity Zone, and it is listed as being in a Non-Very High Fire Hazard Severity Zone on the Cal Fire Map Local Responsibility Area (LRA) Map for Western Riverside County. The Project site is not located near or adjacent to any wildfire areas (ECORP 2017). As previously discussed, both the Previous Project and the Proposed Project will include the necessary fire protection facilities necessary to satisfy the local Fire Department requirements. No new or more severe impacts are anticipated and impacts would remain less than significant.

10. HYDROLOGY AND WATER QUALITY

Previous Project MND Finding: Less Than Significant Impact with Mitigation Incorporated.

Proposed Project Finding: Less Than Significant Impact with Mitigation Incorporated.

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

Less Than Significant Impact. A Water Quality Management Plan was prepared for the Previous Project by Egan and Egan, Inc. in July 2017. A SWPPP was prepared for the Project site's temporary roads in June 2016 by Albert A. Webb and Associates and later amended by Alta Environmental (2017). That plan included a schedule for implementation of BMPs (BMP Implementation Schedule). BMPs were designed to address the Pollutants of Concern (POCs) that will be discharged by the site and will reduce the potential impacts to water quality from operation of the Proposed Project to less than significant. POCs include sediment from water and wind erosion; small quantities of gasoline, paint, etc.; solid and construction waste; and other pollutants typical for construction. Furthermore, both the Previous Project and Proposed Project site plan is designed with onsite stormwater retention basins comply with the Stormwater Management and Discharge Controls per Chapter 13.08 of the Desert Hot Springs Municipal Code (Ordinance #1997-03). Compliance with the ordinance will help minimize the discharge and transport of pollutants associated with the new development though the control of volume and rate stormwater runoff, therefore preventing any potential violations or inconsistencies with the local requirements. No new or more severe impacts are anticipated. Impacts would remain less than significant and no mitigation measures are required.

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

Less Than Significant Impact. Missions Springs Water District (MSWD) determined in its 2015 Urban Water Management Plan (UWMP) that it has sufficient water supplies to meet projected demands during normal, single-dry, and multiple-dry years through 2040.

Groundwater extraction is proposed as part of both the Previous Project and the Proposed Project. The Proposed Project will implement the same water conservation measures that were approved by the City for the Previous Project to reduce impacts to public water supplies. Therefore, Proposed Project is not expected to interfere with groundwater recharge conditions. Although the Previous Project would increase impervious surfaces, the Previous Project include two on-site retention basins, which have a capacity to collect and percolate a combined volume of approximately 88,000 cubic feet of runoff and therefore facilitate

groundwater recharge. The Proposed Project would have similar development footprints as the Previous Project's commercial/industrial facilities and would not change the design or location of the retention basins. Therefore, the Proposed Project is not anticipated to substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume, or a lowering of a local groundwater table level. No new or more severe impacts are anticipated and no mitigation measures are required.

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

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

Less Than Significant Impact. The Previous Project addressed the potential regional stormwater flows through the site through a series of detention basins located along the northern boundary of the site, conveyance channels running north and south at three locations throughout the site and retention basins located at the southern boundary of the site. There is a potential for siltation to occur within the proposed detention and retention basins. However, one of the purposes of the basins is to provide an area for sediment removal in the stormwater. Erosion potential within the site is minimized through the routing of stormwater runoff to either the north/south street network and/or channels. Within the channels, all side slopes will be covered with concrete to prevent erosion due to storm flows. Furthermore, where the regional stormwater weir flows over the southern retention basins, the weir and street section will be protected to reduce the possibility of erosion and damage caused by the regional stormwater pass through. No new or more severe impacts would occur. The Proposed Project would have a similar development footprint as the Previous Project and no changes are proposed to the retention basins. Less than significant impacts to the existing drainage pattern and erosion or siltation are expected, and no mitigation measures are required.

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

Less Than Significant Impact. The Previous Project includes an on-site drainage design and retention facilities with a volume capacity to accept and infiltrate the worst-case increase of runoff volume between the pre- and post-construction conditions resulting from a 100-year controlling storm event. As a result, the design would be expected to prevent any substantial increases in the rate or amount of surface runoff, which would result in flooding on or off-site. The Proposed Project has a similar design footprint as the commercial and industrial uses approved with the Previous Project, and no changes to the retention facilities are proposed. No new or more severe impacts are anticipated. Less than significant impacts to the existing drainage pattern and associated runoff increase are expected and no mitigation measures are required.

iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

Less Than Significant Impact. The Proposed Project implements BMPs to address the potential POCs that may potentially be generated from the use of the Project site. Retention improvements for this site in the adopted Specific Plan are designed in conformance with adopted local agency policies and are adequate for respective 10- and 100-year design storm events. No new or more severe impacts are anticipated. Less than significant impacts to runoff water are expected and no mitigation measures are required.

d) *Would the project, in a flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?*

No Impact. Tsunamis and seiches do not pose hazards due to the inland location of the site and lack of nearby bodies of standing water at the site elevation. No new or more severe impacts are anticipated. Neither the Previous Project nor the Proposed Project would be susceptible to inundation by seiche or tsunami and no mitigation measures are required.

e) *Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?*

Less Than Significant Impact. The Project site is underlain by the Mission Creek groundwater sub-basin, which along with the Garnet Hill sub-basin occupies the northern portion of the Coachella Valley and forms part of the larger Coachella Valley Groundwater Basin. This basin is managed under the Mission Creek and Garnet Hill Subbasins Water Management Plan, operated by the Coachella Valley Water District, the Desert Water Agency and the MSWD. Although the Previous Project would increase impervious surface, it is not expected to interfere with groundwater recharge conditions. The Previous Project includes two on-site retention basins, which have a capacity to collect and percolate a combined volume of approximately 88,000 cubic feet of runoff and therefore facilitate groundwater recharge. Infiltration opportunities are also provided in the form of pervious cover areas provided in the landscaping design. The Proposed Project would have a similar design footprint as the commercial and industrial uses approved with the Previous Project and would not change the design or location of the retention basins. The Proposed Project would not have new or more severe impacts. A less than significant impact would occur, and no mitigation measures are required.

11. LAND USE AND PLANNING

Previous Project MND Finding: No Impact.

Proposed Project Finding: No Impact.

a) Would the project physically divide an established community?

No Impact. The Proposed Project would be located on the same site as the Previous Project. There are no established community patterns in the vicinity that would be divided by either the Previous Project or the Proposed Project. No new or more severe impacts are anticipated. No impact would occur.

b) Would the project cause a significant environmental impact due to a conflict with land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

No Impact. The Proposed Project would be located on the same site as the Previous Project. Specifically, the Proposed Project 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. These proposed uses would be compatible with the approved Specific Plan. No impact would occur, and no mitigation measures are required.

12. MINERAL RESOURCES

Previous Project MND Finding: No Impact.

Proposed Project Finding: No Impact.

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

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

No Impact. According to the City of Desert Hot Springs General Plan, Energy and Mineral Resources Element and the County of Riverside General Plan EIR, the Project site is located within Mineral Resource Zone 3 (MRZ-3). MRZ-3 is defined as areas containing mineral deposits, the significance of which cannot be evaluated with available data (ECORP 2017). The Project site is not currently being used for mining. The Project site is not designated for mining activities. No impact to the availability of known mineral resources is expected with either the Previous Project or the Proposed Project. No new or more severe impacts would occur and no mitigation measures are required.

13. NOISE

Previous Project MND Finding: Less Than Significant Impact with Mitigation Incorporated.

Proposed Project Finding: Less Than Significant Impact with Mitigation Incorporated.

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?*

Less Than Significant Impact with Mitigation Incorporated. The Proposed Project proposes an amendment to the Coachillin' 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. The noise analysis for the Previous Project identified noise impacts that were less than significant with mitigation incorporated. The noise and vibration analysis prepared for the Proposed Project determined that noise impacts with the proposed uses would also be less than significant with mitigation incorporated.

c) *For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?*

No Impact. The Proposed Project is not located near an existing airport or airport land use plan. The nearest airport facility is the Palm Springs International Airport, located approximately seven miles south of the Project site. The Proposed Project would not expose people residing or working on the Project site to excessive noise levels from airports or airfields. No impact would occur.

14. POPULATION AND HOUSING

Previous Project MND Finding: Less Than Significant Impact.

Proposed Project Finding: Less Than Significant Impact.

a) *Would the project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes or businesses) or indirectly (for example, through extension of roads or other infrastructure)?*

Less Than Significant Impact. The Previous Project's mix of commercial and cannabis-related industrial land uses was determined to generate lower employment (approximately 0.54 employees per 1,000 square feet or 1,512 total employees) than for a standard industrial development (approximately 1 employee per 1,000 square feet or a total of 2,700 employees). Therefore, it was anticipated that any employees that may move to the area to work on the site can be accommodated within the growth projections estimated in the City's General Plan. The addition of a hotel and amphitheater to the allowed uses under the Mixed-Use zone is not anticipated to substantially increase the total amount of employees. Hotel land uses generate approximately 0.32 employee per square foot (Energy Star 2019a). No good estimate for a theater land use is available. Using a general commercial/retail estimate of 1.0 employee per square foot (Energy Start 2019b), the amphitheater would have a similar employment level as the standard industrial development anticipated in the General Plan. Therefore, substantial unplanned population growth is not anticipated. No new or more severe impacts would occur.

The Previous Project does not have a residential component other than a bunkhouse for the security team (comparable to a fire station's sleeping quarters, it is not permanent housing). The Proposed Project's changes to the allowed land uses do not allow housing. No new or more severe impacts are anticipated. Less than significant impacts are expected and no mitigation measures are required.

b) *Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?*

No Impact. The Proposed Project would be located on the same site as the Previous Project. The Proposed Project would not displace any existing housing or require replacement housing. No new or more severe impacts are anticipated. No impacts related to the displacement of existing housing are expected and no mitigation measures are required.

15. PUBLIC SERVICES

Previous Project MND Finding: Less Than Significant Impact.

Proposed Project Finding: Less Than Significant Impact.

a) *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered government facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the following public services:*

i. Fire protection?
ii. Police protection?

Less than Significant Impact. Riverside County Fire Department provides fire protection services to the City of Desert Hot Springs. The North Palm Springs Fire Station #36 is located 1.5 miles from the Project site and meets both the County General Plan and City of Desert Hot Springs General Plan requirements of a fire department within 3 miles of the Project site. The Proposed Project would not change these requirements, and no new or more significant impacts are expected. Police services are provided to the site by the Desert Hot Springs Police Department, located approximately 5 miles from the site. Additionally, the approved Specific Plan includes internal private security on a contract basis administered by the Property Owner's Association. As discussed in the Previous Project MND, the approved Specific Plan will result in an incremental increase in demand for fire and police services in the area. Hotel and amphitheater uses would have a potentially greater demand than general commercial and industrial uses. However, Desert Hot Springs collects development impact fees that are intended to offset any incremental increases in need for fire and police protection. The Proposed Project is required to pay these development impact fees prior to issuance of building permits. Therefore, with payment of the development impact fees and the availability of on-site security, the Proposed Project would not have a significant impact on fire or police services. No new or substantially more severe impacts are anticipated.

iii. *Schools?*
iv. *Parks?*
v. *Other public facilities?*

Less than Significant Impact. The Proposed Project does not propose housing and therefore would not induce population growth necessitating new schools, parks, or other public facilities. As discussed in Section 14, the Proposed Project is not anticipated to employ sufficient numbers of employees to induce unplanned population growth. Additionally, the Project proponent would pay the required developer fee in place at the time of permits to the Palm Springs Unified School District (PSUSD) which provides school services to the area. Additional applicable development fees may be required to assist in offsetting impacts to school facilities. No new or more severe impacts are anticipated. Less than significant impacts are expected relative to schools, parks, and other public facilities and no mitigation measures are required.

16. RECREATION

Previous Project MND Finding: No Impact.

Proposed Project Finding: No Impact.

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

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

No Impact. The Proposed Project proposes an amendment to the Coachillin' 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, instead of commercial and industrial uses. No residential land uses are proposed, and employment generated by the Proposed Project would not cause a substantial increase in demand for neighborhood or regional parks. Passive common use areas containing citrus and date trees were approved with the Previous Project and these uses have not changed with the Proposed Project. No impacts related to the increase use of existing neighborhood and regional parks or other recreational facilities is expected, and no mitigation measures are required.

17. TRANSPORTATION

Previous Project MND Finding: Less Than Significant Impact with Mitigation Incorporated.

Proposed Project Finding: Less Than Significant Impact with Mitigation Incorporated.

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

Less Than Significant with Mitigation Incorporated. The Previous Project identified significant impacts to the circulation system that would be mitigated with offsite and onsite roadway and intersection improvements. The Proposed Project proposes an amendment to the Coachillin' 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. The traffic analysis prepared for the Proposed Project identified less than significant impacts with mitigation incorporated, including similar offsite and onsite roadway improvements as the Previous Project.

b) *Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3 subdivision (b)?*

No Impact. CEQA Guidelines section 15064.3, subdivision (b) details the use of vehicle miles traveled (VMT) to assess the significance of transportation impacts. As detailed in CEQA Guidelines section 15064.3, subdivision (c), a lead agency

may elect to be governed by the provisions of this section immediately. Beginning on July 1, 2020, the provisions of this section shall apply statewide. As of the preparation of this document (August 2019), VMT analysis has not been adopted by the City of Desert Hot Springs and this question does not apply to the Proposed Project.

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

Less than Significant Impact. As analyzed in the Previous Project MND, the Specific Plan interior roads and improvements to offsite roads have been designed in accordance to City code and have undergone City review and approval to ensure that local development standards are met. The design does not include any sharp curves or dangerous intersections. No new or more severe impacts would result from the Proposed Project.

d) *Would the project result in inadequate emergency access?*

No Impact. Emergency access to the Specific Plan developments was developed in accordance with City standards to accommodate commercial and industrial uses. No new or more severe impacts would result from the Proposed Project.

18. TRIBAL CULTURAL RESOURCES

Previous Project MND Finding: Less Than Significant Impact with Mitigation Incorporated.

Proposed Project Finding: Less Than Significant with Mitigation Incorporated.

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

a) *Listed or eligible for listing in the California Register of Historical Resources or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k).*

No Impact. No resources listed or eligible for listing in the California Register of Historical Resources or in a local register of historical resources are present on the site.

b) *A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision*

(c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

Less Than Significant With Mitigation Incorporated. During the updated cultural resources evaluation in 2016, letters were sent to the 24 individuals on the Native American Heritage Commission's (NAHC's) referral list. Responses were received from the Torres-Martinez Desert Cahuilla Indians, San Manuel Band of Mission Indians, Cabazon Band of Mission Indians, and Agua Caliente Tribal Historic Preservation Office. All of these groups indicated that the site was part of their tribes' traditional use areas and requested that proper procedures be followed in the event of discovery of resources or human remains during earth-moving activities. At the request of the Agua Caliente Tribal Historic Preservation Office, an additional intensive pedestrian survey was also conducted of the Project site on March 16 and March 17, 2017 by an archaeologist and Tribal Cultural monitor from the Agua Caliente Band of Cahuilla Indians, Tribal Historic Preservation Office. No resources were identified during this survey. However, there is the potential for buried resources to be discovered during construction. Impacts would be less than significant with the implementation of Mitigation Measures CR-1 and CR-4. The Proposed Project would not have new or more severe impacts to Tribal Cultural Resources.

19. UTILITIES AND SERVICE SYSTEMS

Previous Project MND Finding: Less than significant impact

Proposed Project Finding: Less than significant impact

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

Less Than Significant Impact. The MSWD is currently in the design stages for a new wastewater treatment plant to serve a service area of 193 parcels bounded generally by 18th Avenue to the north, Little Morongo Road to the east, the railroad right of way to the south, and Karen Avenue to the west. The Specific Plan area is within this service area. The proposed wastewater treatment plant will have the capacity of 1.5 million gallons per day and is designed to accommodate the service area at buildout. According to MSWD, the plant should be completed in second quarter 2021 (D. Friend, personal communication, 2019). Projected wastewater for the Coachillin' Specific Plan buildout is estimated at 0.15 mgd for peak flow, which was determined to be able to be accommodated within the new wastewater treatment plant. The Proposed Project includes construction of new sewer infrastructure both onsite and offsite to connect to the new MSWD plant and according to MSWD's conditions of approval for the Previous Project. All or part of Phase I of the Coachillin' Specific Plan is scheduled to be constructed before the completion of the new wastewater treatment plant. Therefore, an interim onsite

septic system, including leach fields designed, permitted and built according to RWQCB requirements, was approved as part of MSWD's conditions for the Previous Project (ECORP 2017). The calculations for wastewater flow for Parcels 30 and 31 were for general commercial developments and would not change with the addition of approved land uses to the Mixed Use zone. The Proposed Project would not result in new or substantially more severe impacts and impacts would be less than significant.

b) *Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, or multiple dry years?*

Less Than Significant Impact. The approved Specific Plan prepared a Water Supply Assessment that estimated a water demand of approximately 573.89 acre-feet per year, which was determined to fall within the available and projected water supplies for normal, dry, and multiple dry years and that MSWD has the capacity to serve the Specific Plan development over the long term. The Water Supply Assessment used a water consumption factor for general commercial development for both parcels, which included restaurant and other high-demand water uses. Therefore, the addition of hotel and amphitheater land uses to the Mixed Use zone would not change the conclusions of the Water Supply Assessment. No new or more severe impacts are anticipated. Impacts would remain less than significant.

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

Less Than Significant Impact. Please see the response to Question 19a, above.

d) *Would the project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?*

Less Than Significant Impact. The Lamb Canyon Landfill is currently permitted to receive 3,000 tons of trash per day. The total permitted capacity of the landfill is 34,292,000 cubic yards. The Previous Project MND determined that the Lambs Canyon Landfill has sufficient capacity to accommodate solid waste from the Specific Plan and cumulative projects in the region (ECORP 2017). The Proposed Project is not expected to significantly increase the amount of solid waste generated by the Specific Plan because commercial uses were anticipated for both Parcels 30 and 31. Solid waste generated from the Proposed Project is not anticipated to have new or more substantial impacts on solid waste facilities and therefore, impacts are expected to be less than significant.

e) *Would the project comply with federal, state, and local management and reduction statues and regulations related to solid waste?*

No Impact. The Proposed Project will comply with federal, state, and local management and reduction statutes and regulations related to solid waste.

20. WILDFIRE

Previous Project MND Finding: Not applicable. This subject was not analyzed in the 2017 Previous Project MND because wildfire was added to the Initial Study checklist by the State in December 2018.

Proposed Project Finding: No Impact.

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

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

b) *Would the project due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of wildfire?*

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

d) *Would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?*

No Impact. The Project site is undeveloped and mostly disturbed surrounded by creosote bush scrub vegetation, vacant land, and light industrial uses. The Western Coachella Valley Area Plan of the Riverside County General Plan designates the Project site and surrounding area as a Low Wildfire Zone (ECORP 2017). The Project site and surrounding area is also located in a Non-Very High Fire Hazard Severity Zone (VHFHSZ) on the Cal Fire Map Local Responsibility Area Map for Western Riverside County (ECORP 2017). The nearest VHFHSZ is located over five miles north of the Project site in the Little San Bernardino Mountains (ECORP 2017). The Project site is not located near or adjacent to any VHFHSZs and would not impair an adopted emergency response plan or emergency evacuation plan for these areas, exacerbate wildfire risk, or expose people or structures to significant risk.

21. MANDATORY FINDINGS OF SIGNIFICANCE

Previous Project MND Finding: Less Than Significant Impact with Mitigation Incorporated.

Proposed Project Finding: Less Than Significant Impact with Mitigation Incorporated.

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

Less Than Significant with Mitigation Incorporated. As discussed previously in Section 4, Biological Resources, the Proposed Project would not substantially reduce the habitat of any animal or fish, cause an animal or fish to drop below self-sustaining levels, or restrict the range of a rare or endangered plant or animal. The Project site is not located within the boundaries of a CVMSHCP-designated conservation area, wildlife corridor or biological linkage area. The Proposed Project would not conflict with the CVMSHCP. Mitigation measures have been included in the Previous Project MND and adopted by the City to reduce potential impacts to sensitive species to less than significant levels. The Proposed Project would not have any new or more severe impacts to biological resources.

As discussed in Section 5, no known cultural or historical resources exist onsite. However, potential impacts to cultural resources and tribal cultural resources that may be undisturbed below the ground surface would be less than significant with mitigation as adopted in the Previous Project MND. The Proposed Project would not have any new or more severe impacts to cultural or tribal resources.

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

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

Potentially Significant. As discussed in the preceding analysis, it has been determined that the Proposed Project would have no impacts to agriculture and forestry resources, mineral resources, recreation, and wildfire; less than significant impacts to aesthetics, hazards and hazardous materials, hydrology and water quality, land use and planning, public services, and utilities and service systems; and less than significant impacts with mitigation incorporated to biological resources, cultural resources, and geology and soils. These impacts are similar to

those analyzed for the adopted Specific Plan (ECORP 2017), and the Proposd Project is not anticipated to have any new or more severe impacts to these resources. The Proposed Project is anticipated to have increased air quality, energy, greenhouse gas, noise and traffic and transportation impacts, including cumulative impacts, as compared to the previously approved 2017 Specific Plan, which could be more severe than those analyzed in the Previous Project MND. Separate studies for these resources will be prepared and included in the CEQA document for the Proposed Project.

Sources

In addition to these referenced studies, the references from the Previous Project MND have been incorporated by reference.

Earth Systems Southwest
2016 Geotechnical Engineering Feasibility Report. May.

[ECORP] ECORP Consulting, Inc.
2017 Initial Study and Mitigated Negative Declaration Addendum for the COACHILLIN' Industrial Cultivation Canna-Business Park. September 18, 2017.

Energy Star
2019a Space Use Information – Hotel
https://www.energystar.gov/ia/business/tools_resources/target_finder/help/Space_Use_Information_-_Hotel.htm. Accessed August 28, 2019.

2019b Space Use Information – Retail Stores
https://www.energystar.gov/ia/business/tools_resources/target_finder/help/Space_Use_Information_-_Retail_Stores.htm. Accessed August 28, 2019.

Friend, Danny
2019 Director of Engineering and Operations, Mission Springs Water District. Personal communication with Anne Surdzial via email on August 26, 2019 regarding the construction schedule for the MSWD Wastewater Treatment Plant.

Petra Geosciences
2017 Earthquake Faultline Investigation Report