CEQA FINDINGS

CITY COUNCIL
CITY OF INDIO, CALIFORNIA

Findings Related to the Indio Fashion Mall Specific Plan (Alternative 3)
Final Program Environmental Impact Report in Compliance with the
California Environmental Quality Act (CEQA)

Prepared By:

Hogle-Ireland Inc.
2860 Michelle Drive, Ste. 100
Irvine, CA 92606

March 15th, 2006

TABLE OF CONTENTS

A. INTRODUCTION 1

B. PROJECT SUMMARY 1

B.1 Project Objectives 1
B.2 Project Description 2
B.3 Site Location and Surrounding Land Uses 3

C. ENVIRONMENTAL REVIEW & PUBLIC PARTICIPATION 5

C.1 Custodian and Location of the Record 5
C.2 Independent Judgment 5

D. ENVIRONMENTAL IMPACTS 5

D.1 Findings Regarding Impacts Analyzed in the EIR and Determined to be Mitigated to Less Than Significant 6
1. Traffic and Circulation 7
2. Public Services and Utilities 10
3. Noise 11
4. Hydrology and Water Quality 13
5. Geology and Soils 15
6. Cultural Resources 16
D.2 Impacts Analyzed in the Draft EIR and Determined to be Significant and Unavoidable 18
1. Air Quality 18
D.3 Cumulative Impacts Analyzed in the Draft EIR 21

E. PROJECT BENEFITS 22

F. ALTERNATIVES TO THE PROJECT 23

F.1 Alternatives Considered and Rejected as Infeasible 24
F.2 Selection of Alternatives To Be Considered in the EIR 25
F.3 Findings Regarding Alternatives Considered in Detail in the EIR 27
1. No Specific Plan/Existing Conditions Alternative 27
2. No Specific Plan/Development Under Existing General Plan Designations and Zoning Districts Alternative 28
3. Alternative 1- Alternative Mix of Land Uses Within Proposed Planning Areas 29
4. Alternative 2- Alternative Mix of Land Uses and Alternative Configuration of Planning Areas 31
5. Alternative 3- Alternative Mix of Land Uses Within Modified Planning Areas 32

G. STATEMENT OF OVERRIDING CONSIDERATIONS 34

H. DEFINITION OF ABBREVIATIONS AND ACRONYMS 36

FACTS, FINDINGS, AND STATEMENT OF OVERRIDING CONSIDERATIONS REGARDING THE ENVIRONMENTAL EFFECTS OF THE INDIO FASHION MALL SPECIFIC PLAN

CITY OF INDIO
(SCH #2005071136)

A. INTRODUCTION

The City Council of the City of Indio (this "Council") in certifying the Environmental Impact Report (EIR) to authorize the Indio Fashion Mall Specific Plan makes the findings described below and adopts the statement of overriding considerations presented at the end of the findings. These findings are based on the entire record before this Council, including the EIR. The EIR was prepared by the City acting under the California Environmental Quality Act (CEQA). Hereafter, the following documents: Notice of Preparation, Draft EIR, Technical Appendices, Mitigation Monitoring Program, and the Final EIR containing the Responses to Public Comments, constitute the EIR for this project. These documents will be referred to collectively as the EIR.

B. PROJECT SUMMARY

The proposed Indio Fashion Mall Specific Plan is a City initiated project, and the City proposes to amend the General Plan Land Use Map to re-designate properties within the project area and implement a Specific Plan to regulate development. The project area is currently subject to a development moratorium resulting from the adoption of an Urgency Ordinance by the Indio City Council in February of 2005.

The Specific Plan provides a land use plan, development regulations and design guidelines for the redevelopment of the project area. The Plan also offers a variety of uses that would result in an integrated, mixed use project with a commercial shopping center at its hub, other community commercial uses at the outer edges along Highway 111, and multi-family residential uses along John Nobles Avenue.

The project area consists of approximately 100 acres with approximately 88 acres of developed or developable land, and approximately 12 acres of existing streets and/or future rights-of-ways. The proposed project, at build out, would consist of approximately 551,000 square feet of community commercial use, as well as up to 559 multi-family residential units, and up to 121,900 square feet of office space.

Under the Specific Plan, the existing roadway network is modified to include an internal road that would connect Las Palmas Road to Plaza Drive. The Specific Plan allows approximately 33 acres of Commercial, approximately 18 acres of Residential High, approximately 10.4 acres of Neighborhood Commercial and approximately 23 acres of Mixed Use (commercial

and residential uses). The range of mixed commercial and residential uses may vary depending on market demand like the Proposed Specific Plan.

Four Zoning Districts are proposed for: Neighborhood Commercial-Specific Plan (NC-SP), Community Commercial- Specific Plan (CC-SP), Mixed Use-Specific Plan (MU-SP) and Residential High-Specific Plan (RH-SP). Mixed commercial and residential uses are allowed south of the Fashion Mall in Planning Area 2, and west of Monroe Street in planning areas 8 and 9. The estimated potential development in the Mixed Use areas is based on trip generation rates evaluated in the Specific Plan's Traffic Impact Analysis. A maximum number of peak hour trips has been established for planning areas 2, 8 and 9, and allocation of land uses is based on the number of peak hour trips generated by the proposed uses. This will allow flexibility in the development of the project area with a mix of residential, commercial and office uses.

B.1 Project Objectives

CEQA Guidelines Section 15124(b) states that the project description must include a statement of objectives in proposing a project. The City's objectives in considering the various development entitlements are to develop the Specific Plan area in a way that would address long term objectives for redevelopment of the project area, including the revitalization and/or redevelopment of the Mall and adjacent properties, the expansion of the City's economic base, as well as planning to meet future residential housing needs. Specific objectives for the project include:

- Create opportunities for development of a mixed-use project in the project area with commercial residential and office uses;
- Develop a profitable retail development in the eastern Coachella Valley;
- Capture an appropriate market share of the demand for retail goods and services in the eastern Coachella Valley;
- Create a gathering place for retail, commercial, dining and entertainment activities for the local community as well as for residents, businesses and visitors from throughout the area;
- Develop neighborhood-serving commercial uses for adjacent residential areas;
- Develop new ownership housing located close to neighborhood-serving commercial uses;
- Develop a mixed use center in terms of style, goods and services in the eastern Coachella Valley;
- Increase sales tax and property tax revenues to the City; and
- Create local jobs.

B.2 Project Description

The Indio Fashion Mall Specific Plan is designed to coordinate land uses through specific development guidelines and standards to promote a balanced commercial and residential project that addresses environmental and infrastructure needs. Implementation of the Indio Fashion Mall Specific Plan would result in a high quality commercial and residential project with a wide range of support facilities. The proposed project includes a General Plan Land Use Map to re-designate

properties within the project area and implement a Specific Plan to regulate development. Table B.2-1 shows a summary of the Specific Plan Land Use Designations and Land Uses by planning area.

The Indio Fashion Mall Specific Plan envisions a pedestrian-oriented, user friendly shopping district with water features, enhanced landscaping and architectural features, along with convenient access and parking. In addition to the improved shops, the Indio Fashion Mall will feature colorful stalls and kiosks, benches and shade structures for relaxation, and a space for public performances under the Specific Plan. The vision by the Plan is for a mixed-use community center/market place that is both a residential project and destination for shopping, leisure and pleasure that will attract residents from Indio and shoppers from other surrounding towns and cities.

The Specific Plan also provides for the development of small scale shopping and personal service uses in close proximity to residential neighborhoods and to offer a transition between commercial uses on Highway 111 and the adjacent residential uses by adding a Mixed-Use commercial/residential component on properties adjacent to John Nobles Avenue.

Table B.2-1
Proposed Land Use Program

Planning Area	Gross Acres	Land Use Designation	Proposed Land Uses
1	26.3	Community Commercial/Specific Plan	Commercial retail center (up to 305,043 square feet of commercial retail and office space)
2	13.8	Mixed Use/Specific Plan	Mix of residential, commercial and office uses (up to 128 residences and 80,535 square feet of commercial and office space)
3	10.4	Neighborhood Commercial/Specific Plan	Small scale shopping and office space, existing motel, some personal services close to neighborhoods. Area will provide a transition between large commercial uses and adjacent residential uses (up to 118,000 square feet
4	3.8	Residential High Density/Specific Plan	Multi-family residential-15 to 20 units per acre (up to 75 homes), condos, town houses, etc.
5	5.6	Residential High Density/Specific Plan	Multi-family residential-15 to 20 units per acre (up to 94 units)
6	8.9	Residential High/Specific Plan	Multi-family residential-15 to 20 units per acre (up to 171 dwelling units) Condos, townhouses, etc.
7	6.9	Community Commercial/Specific Plan	Restaurant uses to serve local residents and tourists; some professional office space (up to 57,070 square feet)
8	3.5	Mixed Use/Specific Plan	Mixed-use commercial and residential-15 to 20 per acre (up to 32 condos or townhouses), with 20,581 square feet of commercial and office space
9	6.4	Mixed Use/Specific Plan	Mixed-use commercial and residential-15 to 20 per acre (up to 32 condos or townhouses), with 37,041 square feet of commercial and office space

Moreover, the Plan envisions the project area to provide for retail establishments serving food and beverages to local residents, visitors and tourists. Furthermore, the Specific Plan foresees the project area to contain high density residential units and to allow flexibility to promote redevelopment.

B.3 Site Location and Surrounding Land Uses

The Specific Plan area is bordered on the east by Arabia Street, on the north and west by State Highway 111 and the south by John Nobles Avenue. Table B.3-1 shows existing land uses and land use designations for the project site properties. The adjacent land uses consist of properties fully developed, with commercial uses to the west and north along Highway 111. Existing businesses include retail shops and services such as banks, restaurants, and professional offices. The area to the immediate south is residential with both single family and multi-family development. The Riverside County Fair Grounds are immediately to the east of the project area, across Arabia Street.

Table B.3-1
Existing Land Uses, Zoning and General Plan Designations For the Project Site

	Existing Land Uses	General Plan Land Use Designations	Zoning
Planning Area 1	Indio Fashion Mall; service station; bank; convenience store; other retail, manufacturing facilities	Regional Commercial	Community Commercial
Planning Area 2	Mostly vacant land with four small houses and three small buildings used as churches	Regional Commercial	Residential High Density/Residential Low Density
Planning Area 3	Motel and restaurant; auto care facility	Community Commercial	Community Commercial
Planning Area 4	Apartments	Community Commercial	Residential Low
Planning Area 5	Apartments; vacant land	Residential High	Residential High
Planning Area 6	Apartments	Residential High	Residential Low
Planning Area 7	Restaurants and office space	Community Commercial	Community Commercial
Planning Area 8	Vacant land and Moose Lodge	Community Commercial/Residential High	Community Commercial/Residential Medium
Planning Area 9	Apartments; one restaurant	Community Commercial/Residential High	Community Commercial/Residential Medium

Source: City of Indio General Plan Land Use Map and Zoning Map.

C. ENVIRONMENTAL REVIEW AND PUBLIC PARTICIPATION

The City conducted an extensive environmental review for this project that included a Draft EIR, Final EIR, appendices and attachments, along with public review and comment periods.

The following is a summary of the City's environmental review for this project.

- *A Notice of Preparation (NOP) was distributed to state agencies, local organizations, and individuals on July 27th, 2005 for a 30-day comment period; it is included in Appendix A of the Draft EIR.*

- *A public scoping meeting was held on August 11th, 2005 in order to obtain input from local residents on the draft EIR.*

- *The Draft EIR was distributed for a 45-day public review and comment period on November 17th , 2005 to January 2nd, 2006.*

- *The Final EIR was distributed for a 10-day notification period for commenting agencies beginning February 3rd, 2006.*

- *The Planning Commission held three public hearings to consider the project on November 30th, 2005, January 11th, 2006 and January 25th, 2006. At the hearing of Jan 25th, 2006, the Planning Commission made recommendations to the City Council to approve the project and certify the EIR.*

- *The City Council held public hearings on February 15th, 2006 and March 15th, 2006 to consider the project and to certify the EIR and adopt these findings and statement of overriding considerations.*

C.1 Custodian and Location of the Record

Findings:

The documents and other materials, which constitute the record of proceedings for the City's approval of this project, are located at the City of Indio, Community Development Services Department, P. O. Drawer 1788 Indio, CA 92202.

C.2 Independent Judgment

The planning firm of Hogle Ireland, Inc. was asked to prepare the Specific Plan and because they were the City's contract planning consultant, a decision was made to retain Hogle-Ireland, Inc. to also prepare the Program EIR in conjunction with the development of the Specific Plan. The EIR was prepared under the supervision and direction of the City of Indio Community Development Department staff and reflects the independent judgment of the City staff and accordingly, the City Council.

Findings:

The EIR reflects the City's independent judgment exercised in accordance with CEQA Section 21082.1(a)(c) by reviewing, analyzing and revising material prepared by the consultant; circulating the Draft EIR as a City document and certifying that the EIR reflects the independent judgment of the lead agency.

D. ENVIRONMENTAL IMPACTS

The EIR, written and oral testimony at public hearings, and these facts, findings and statement of overriding considerations as well as other information in the administrative record serve as the

basis for the City's environmental determination. The Final EIR includes revisions to the Draft EIR, public comments and the City's responses, and the Notice of Determination. The detailed analyses of potential environmental impacts and proposed mitigation measures for the Indio Fashion Mall Specific Plan are presented in Chapter 4.0 of the Final EIR.

Presented below are the environmental findings made by this Council after its review of the documents referenced above, as well as the written and oral comments on the Indio Fashion Mall Specific Plan project presented at the Planning Commission and City Council public hearings. Factual discussion in this document summarizes the information contained in the EIR and the administrative record upon which this Council bases its decision to certify the EIR and approve the project.

The EIR prepared for the Indio Fashion Mall Specific Plan project evaluated nine environmental topics for potential significant adverse impacts. Both project specific and cumulative impacts were evaluated. Of these nine major environmental topics, the Council concurs with the conclusions in the EIR that the issues and sub-issues discussed below can be mitigated below a significant impact threshold. For those issues that cannot be mitigated below a level that is less than significant, overriding considerations exist which make impacts acceptable.

The following are the remaining sections of the document:

Section E: Project Benefits
Section F: Alternatives to the Project
Section G: Statement of Overriding Considerations
Section H: Abbreviations and Acronyms

D.1 Findings Regarding Impacts Analyzed In the EIR and Determined To Be Mitigated To Less than Significant

This section includes findings for project impacts which are potentially significant, but can be mitigated to a less than significant level with the imposition of mitigation measures. This Council finds that all potentially significant impacts of this project listed below can and will be mitigated, reduced or avoided by imposition of mitigation measures. Specific findings of this Council for each category of such impacts are set forth below in this section.

CEQA Section 21081 states that no public agency shall approve or carry out a project for which an environmental impact report has been completed which identifies one or more significant effects unless the public agency makes one or more of the following findings:

a. *Changes or alterations have been required in, or incorporated into the project, which mitigates or avoids the significant environmental effects thereof as identified in the completed environmental impact report.*

b. *Such changes or alterations are within the responsibility and jurisdiction of another public agency and such changes have been adopted by such agency or can and should be adopted by such other agency.*

c. *Specific economic, social or other considerations make infeasible the mitigation measures or project alternatives identified in the environmental impact report.*

This Council hereby finds, pursuant to CEQA Section 21081, that the following potential environmental impacts can and will be mitigated to below a level of significance, based upon the implementation of the mitigation measures recommended in the EIR.

Each proposed mitigation measure discussed in this section of the findings is assigned a code letter correlating it with the environmental category used in the Mitigation Monitoring and Reporting Program included in Chapter 9.0 of the Final EIR.

1. Traffic and Circulation

1a. Potential Significant Impact:

The proposed project would cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system.

Facts:

The Traffic Impact Analysis (TIA) determined trip generation rates for daily traffic and morning peak hour inbound and outbound traffic, and evening peak hour inbound and outbound traffic for the proposed land uses. By multiplying the traffic generation rates by the land use quantities, the traffic volumes were determined.

The Indio Fashion Mall Specific Plan project would generate a net increase of approximately 4,558 daily vehicle trips, 231 vehicles per hour during the morning peak hour and 434 vehicles per hour during the evening peak hour.

In order to quantify the land uses within the project area, the area was divided into three traffic analysis zones. These zones show the number of vehicle trips that are projected to occur in 2010 in the Specific Plan project area based on traffic associated with existing uses in the project area, as well as new uses. The vehicle trips associated with new development in the project area only represents the net increase in vehicle trips between existing and proposed conditions.

For opening year (2010), the quality of traffic flow referred to as Level of Service (LOS), without the proposed project, the roadway segments in the vicinity of the site are projected to operate at LOS D (described as congested traffic flow showing long cycle lengths) or better for Opening Year 2010 without project conditions, except for the following roadway segments that would operate at LOS E/F (described as the limit of acceptable delay and as unacceptable to most drivers):

- Monroe Street, North of Fred Waring Drive
- Monroe Street, Miles Avenue to Highway 111
- Monroe Street, Dr. Carreon Blvd. to Avenue 48
- Jackson Street, Highway 111 to Dr. Carreon Blvd.
- Highway 111, Clinton Street to Las Palmas Drive
- Highway 111, Las Palmas Drive to Monroe Street

- Highway 111, Rubidoux Street to Arabia Street
- Highway 111, Arabia Street to Oasis Street
- Avenue 48, West of Monroe Street

In addition, for 2010 without project conditions, the study area intersections are projected to operate at LOS D or better during the peak hours, except for the following study area intersections that are projected to operate at LOS E/F during the evening peak hour:

- Clinton Street (NS) at Highway 111 (EW)
- Las Palmas Drive (NS) at Highway 111 (EW)
- Monroe Street (NS) at Miles Avenue (EW), Highway 111 (EW), John Nobles Avenue (EW), Avenue 48 (EW)
- Arabia Street (NS) at Dr. Carreon Blvd (EW), Avenue 48 (EW)
- Oasis Street (NS) at Dr. Carreon Blvd. (EW)

For Opening year (2010) Level of Service with proposed development, the roadway segments in the vicinity of the site are projected to operate at LOS D or better for Opening year 2010 with project traffic conditions except for the following roadway segments that operate at E/F:

- Monroe Street, North of Fred Waring Drive
- Monroe Street, Fred Waring Drive to Miles Avenue
- Monroe Street, Miles Avenue to Highway 111
- Monroe Street, Dr. Carreon Blvd. to Avenue 48
- Arabia Street, John Nobles Avenue to Dr. Carreon Blvd.
- Jackson Street, Highway 111 to Dr. Carreon Blvd.
- Highway 111, Clinton Street to Las Palmas Drive
- Highway 111, Las Palmas Drive to Monroe Street
- Highway 111, Rubidoux Street to Arabia Street
- Highway 111, Arabia Street to Oasis Street
- Avenue 48, West of Monroe Street

For Opening year 2010 with project traffic conditions, the study area intersections are projected to operate at Level of Service D or better during peak hours, except for the following study area intersections that are projected to operate at Level of Service E/F during the evening peak hour:

- Clinton Street (NS) at Highway 111 (EW)
- Las Palmas Drive (NS) at Highway 111 (EW)
- Monroe Street (NS) at Miles Avenue (EW), Highway 111 (EW), John Nobles Avenue (EW), Avenue 48 (EW)
- Arabia Street (NS) at Dr. Carreon Blvd (EW), Avenue 48 (EW)
- Oasis Street (NS) at Dr. Carreon Blvd. (EW)

Signalized Intersections

Traffic signals appear to currently be warranted at the following study area intersections for existing traffic conditions:

- Monroe Street (NS) at John Nobles Avenue (EW)

- Arabia Street (NS) at Dr. Carreon Blvd (EW), Avenue 48 (EW)
- Oasis Street (NS) at Dr. Carreon Blvd. (EW)

A traffic signal is projected to be warranted at the following additional study area intersection for Opening year 2010 without project conditions:

- Arabia Street (NS) at John Nobles Avenue (EW)

Mitigation Measures

On-Site

Mitigation Measure TR-1

Prior to the issuance of building permits, project proponents developing in the Specific Plan project area shall participate in funding of such off-site improvements that are needed to serve cumulative future conditions through the payment of appropriate fees, including City and County Transportation Uniform Mitigation Fee (TUMF).

Mitigation Measure TR-2

Prior to the issuance of certificates of occupancy, the project proponents developing in the Specific Plan project area shall comply with the site specific circulation and access recommendations as depicted in Exhibit 4.2-10 and are described below:

- *Sight distance at the project entrances should be reviewed with respect to standard Caltrans and City of Indio sight distance standards at the time of preparation of final grading, landscape, and street improvement plans.*
- *Construct Highway 111 from the west project boundary to Arabia Street at its ultimate cross-section width as an Augmented Major – B (100 foot right-of-way) including landscaping and parkway improvements in conjunction with development.*
- *Construct Arabia Street from Highway 111 to John Nobles Avenue at its ultimate cross-section width as a Collector (66 foot right-of-way) including landscaping and parkway improvements in conjunction with development.*
- *Construct John Nobles Avenue from Monroe Street to Arabia Street at its ultimate cross-section width as a Collector (66 foot right-of-way) including landscaping and parkway improvements in conjunction with development.*
- *Construct Las Palmas Drive from Highway 111 to Monroe Street at its ultimate cross-section width as a Collector (66 foot right-of-way) including landscaping and parkway improvements in conjunction with development.*
- *Construct Monroe Street from Highway 111 to John Nobles Avenue at its ultimate cross-section width as a Major (100 foot right-of-way) including landscaping and parkway improvements in conjunction with development.*

- *Construct Rubidoux Street from Highway 111 to John Nobles Avenue at its ultimate cross-section width as a Collector (66 foot right-of-way) including landscaping and parkway improvements in conjunction with development.*
- *Construct Plaza Avenue from Rubidoux Street to Arabia Street at its ultimate cross-section width as a Collector (66 foot right-of-way) including landscaping and parkway improvements in conjunction with development.*
- *Sufficient off-street parking should be provided to meet the City of Indio and Specific Plan's code requirements.*
- *On-site traffic signing/striping should be implemented in conjunction with detailed construction plans for the project site.*

Off-site

As is the case for any roadway design, the City of Indio should periodically review traffic operations in the vicinity of the project once the project is constructed to assure that the traffic operations are satisfactory.

Findings:

Based on the whole record, this Council finds that implementation of Mitigation Measures TR-1 and TR-2 would improve traffic circulation in and around the Indio Fashion Mall Specific Plan project area, making this impact less than significant.

2. Public Services and Utilities

2a. Potential Significant Impact:

Implementation of the Specific Plan would have a significant effect on the environment if future projects would cause an increase in the generation of solid waste such that it would result in the reduction in the life of existing landfills.

Facts:

During construction of projects, solid waste would be generated that may include a variety of building materials that can be recycled.

Demolition and redevelopment in Planning Area 1 would generate asphalt and concrete, stucco, wood and other building materials that would require removal from project sites as they are redeveloped. In order to minimize the amount of material that ends up in a landfill, construction contractors should take construction debris to a recycling facility that will recycle and reuse the materials. This is particularly common for asphalt and concrete that can be crushed and reused as road base or other aggregate products.

New construction would also generate construction debris that could be recycled. In addition to the materials identified above, new construction would also generate cardboard and other paper products, metals, plastics and other building materials.

Over the life of projects developed or redeveloped in the project area, solid waste would continue to be generated from residents, retail shops and offices. Waste Management of the Desert has recycling programs for each type of use. Recycling bins are provided and Waste Management is responsible for recycling the collected materials. In addition to recyclables, green waste is also collected and transferred to a composting facility for reuse. Other waste management issues include disposal of household hazardous material (paint, solvents, etc), computers and electronics. The County of Riverside has programs that are available to local residents to dispose of these types of wastes.

Mitigation Measures

Mitigation Measure PS-1

To reduce the amount of construction material that enters the County's landfills, construction contractors shall be required to dispose of their construction debris at appropriate recycling facilities. This shall be shown as a note on all construction drawings submitted to the City for approval.

Findings:

Based on the whole record, this Council finds incorporation of Mitigation Measure PS-1 would reduce the amount of material entering landfills, thus assisting the County in pressing capacity, making the impact less than significant.

3. Noise

3a. Potential Significant Impact:

Implementation of the proposed Specific Plan would not have a significant effect on the acoustic environment by exposing people to or generating excessive noise levels or groundborne vibration. There would be a permanent increase in ambient noise levels associated with additional residential and commercial uses in the project area, but these levels would not be substantial. During construction, temporary and periodic increases in noise levels would occur.

Facts:

The results of the Noise Study prepared for the Indio Fashion Mall Specific Plan project area indicate that the principal source of community noise would be long-term on-site impacts associated with high traffic noise levels that would impact nearby residential uses. Based on future build-out traffic projections, portions of the project area would experience exterior and interior noise levels that would exceed the City of Indio noise standards for transportation related noise impacts. To meet the City of Indio 65 dBA CNEL exterior and 45 dBA CNEL interior

noise level standards, mitigation measures mentioned below would apply to future development projects.

Construction noise represents a short-term impact on ambient noise levels. Noise generated by construction equipment, including trucks, graders, bulldozers, concrete mixers and portable generators can reach high levels. Grading activities typically represent one of the highest potential sources for noise impacts. The worst case peak noise level for most of the equipment that would be used during the construction is 70 to 95 dBA at a distance of 50 feet.

Mitigation Measures

Mitigation Measure NO-1

During construction of development projects, all construction vehicles or equipment fixed or mobile shall be equipped with properly operating and maintained mufflers.

Mitigation Measure NO-2

All construction activities shall comply with the City of Indio Noise Control Ordinance that limits construction activity to the hours of 7:00 am to 7:00 pm Monday to Saturday.

Mitigation Measure NO-3

During project construction, the project proponent shall make the best efforts to locate stockpiling and/or vehicle staging areas as far as practicable from existing residential dwellings.

Mitigation Measure NO-4

Noise barriers may be required for any new residential uses in planning areas designated for residential uses, or mixed-use where residential may be a component. Maximum noise barrier heights along roadways required to reduce traffic noise levels to less than 65 CNEL shall be determined on a project by project basis. The wall height assumes that residences are constructed at the edge of the roadway and the barrier is constructed on the highest point between the road and the residence.

Mitigation Measure NO-5

In order to be certain that City noise standards are achieved, an acoustical analysis shall be performed for all new residential projects in the Specific Plan Area to determine the exact height and location of barriers required to meet the noise standards when final grading plans become available, and prior to grading permit issuance, This analysis should be prepared by a qualified acoustical engineer and be reviewed and approved by the City prior to permit issuance.

Mitigation Measure NO-6

Prior to issuance of building permits for residential units located along Las Palmas Road, John Nobles Avenue, Monroe Street, Rubidoux Street, Plaza Drive, Arabia Street or Highway 111, a detailed acoustical study shall be prepared by a qualified acoustical consultant and submitted to the City for review and approval. This report shall describe and quantify the noise sources impacting the building(s) and the measures required to meet the 45 CNEL interior noise standard. The measures described in the report shall be incorporated into the building plans.

Mitigation Measure NO-7

Prior to the issuance of building permits for office projects located within the 70 CNEL noise contour as shown in Exhibit 4.6-1, a detailed acoustical study shall be prepared by a qualified acoustical consultant and submitted to the City for review and approval. This report shall describe and quantify the noise sources impacting the building(s) and the measures required to meet the 45 CNEL interior noise standard. The measures described in the report shall be incorporated into the building plans.

Mitigation Measure NO-8

As specific commercial projects come under review by the City, they shall be evaluated for their noise generating characteristics, the closeness of any residential uses, and the potential for violations of the City's Noise Ordinance. If City staff determines that a proposed commercial project has the potential to result in a violation of the City's Noise Ordinance, a detailed noise assessment shall be required to assess the scope, magnitude and time frames of exterior noise impacts and to identify measures to avoid significant impacts at nearby residences. Such measures shall be incorporated into the final development plans for such commercial projects.

Findings:

Based upon the whole record, this Council finds that with implementation of the above mitigation measures, the project would not result in significant noise impacts, thus ensuring a compatible mix of uses in the Specific Plan project area and therefore impacts would be less than significant.

4. Hydrology & Water Quality

4a. Potential Significant Impact:

Implementation of the Specific Plan through the development of new projects or the redevelopment of existing properties in the project area would not violate water quality standards or waste discharge requirements with implementation of mitigation measures.

Facts:

Implementation of the Specific Plan would increase the amount of impervious surfaces including parking lots, sidewalks, rooftops, etc. With additional hard surfaces in areas that are currently undeveloped, development would increase stormwater runoff. Stormwater and project generated urban runoff would be retained on site within adequate retention basins that would be developed as new projects are developed in the project area, or as redevelopment projects that would change the physical layout of a site are implemented. In addition, as discussed previously, the City recently adopted a Storm Drain Master Plan to use as a planning tool as development occurs in the City and Sphere of Influence. Prior to adoption of the Master Plan, the City required on-site detention basins that provide both the 100-year, 24-hour duration storm, and all historical upstream flow from adjacent properties be fully retained. This policy will continue until such time as storm drains are constructed in the vicinity of the project area. These and related improvements will enable the future projects within the project area to comply with NPDES requirements.

During construction of future projects in the project area, each developer would be required to submit a NOI and Storm Water Pollution Prevention Plan (SWPPP) to the RWQCB in compliance with the NPDES requirements. SWPPPs must include Best Management Practices (BMPs) to prevent construction pollutants from contacting stormwater and with the intent of keeping all products of erosion from moving off-site.

Likewise, stormwater runoff and urban pollutants must be controlled during continued operation of a project. Each new development or redevelopment project in the project area will be required to implement project specific water quality management plans (WQMPs) to address stormwater runoff and detention. A WQMP sets forth an integrated approach to stormwater management that utilizes BMPs designed to function with the drainage plan for the site, to address treatment of urban water (irrigation), and stormwater on-site. Appropriate structural and non-structural BMPs depending on the size and type of development, and potential for stormwater pollution, to minimize the introduction of pollutants into the existing or future storm drain system must be identified. Each new development will also be required to implement appropriate "routine" BMPs in keeping with the size and type of development, and potential for stormwater pollution. Routine structural BMPs are those that are economical, practical, small scale measures which can be feasibly applied at the smallest unit of development.

Mitigation Measures

Mitigation Measure H-1

Prior to issuance of any grading permit for a project within the Specific Plan project area, a hydrology study shall be completed for review and approval by the City Engineer. Recommendations based on the findings of this report shall become conditions of project approval.

Mitigation Measure H-2

Prior to grading or other site disturbance for a new development project the developer shall submit a Notice of Intent (NOI) and Stormwater Pollution Prevention Plans

(SWPPPs) to the RWQCB, with copies submitted to the City Public Works Department Each. SWPPP shall include Best Management Practices (BMPs) that minimize erosion and retain stormwater within the boundaries of the construction site.

Mitigation Measure H-3

Prior to issuance of building permits for a new development project, the Public Works Department shall review and approve Water Quality Management Plans (WQMP), or similar plan that identifies structural and non-structural BMPs to be implemented during the life of a project.

Mitigation Measure H-4

Prior to issuance of grading permits, developers of individual sites within the project area shall pay the fair share cost of the storm drain facility fee (determined by the City Engineer) per gross acre or part thereof.

Findings:

Based on the whole record, this Council finds that with implementation of mitigation measures H-1 to H-4 would control stormwater runoff and urban pollution impacts thereby reducing impacts to hydrology and water quality to a less than significant level.

5. Geology and Soils

5a. Potential Significant Impact:

Implementation of the Specific Plan could expose people or structures to potential substantial adverse effects, including risk of loss, injury or death involving strong seismic ground shaking and seismic related ground failure.

Facts:

Existing and future land uses in the project area could be subjected to strong ground shaking in the event of an earthquake as the City as a whole is located in a high Seismic Zone. The primary seismic hazard to the site is strong ground shaking from earthquakes along the San Andreas and San Jacinto faults.

The project area is also located in an area of potential liquefaction due to soil type and high water table.

Mitigation Measure G-1

Construction of all new commercial and residential structures shall be built to California Uniform Building Code design and standards for a seismic Zone 4.

Mitigation Measure G-2

To minimize the effects of earth movement activities for new construction, the developer shall have a qualified engineer prepare a soils and geologic engineering report. This report must be reviewed and approved by the City of Indio. Construction of new facilities must adhere to all recommendations proposed in the City approved report.

Findings:

Based on the whole record, this Council finds that implementation of Mitigation Measures G-1 and G-2 would reduce seismic related impacts to a less than significant level.

6. Cultural Resources

6a. Potential Significant Impact:

Implementation of Indio Fashion Mall Specific Plan has the potential to directly or indirectly affect unique archaeological or paleontological resources or sites, should grading and excavation of sites within the project area unearth a previously unknown resource..

Facts:

Most of the project area is developed or has been recently disturbed. There is a low potential for discovery of any prehistoric resources unless deep excavation disturbs native soil materials. Redevelopment of the project area could result in the recovery of cultural resources depending on the type and/or depth of grading and excavation activities that could occur. The project area is in an area of the City that has moderate degree of sensitivity for pre-historic/ethno-historic resources. This means that is possible that such resources could be encountered.

For some future project, only cursory grading and excavation may be required. Therefore, ground disturbance may not go deeper than the upper layers of alluvium, and thus, not disturb paleontological resources. Other projects, however, may require excavation to depths that could disturb potential fossil bearing sediments.

The fact that all of the project area has been previously disturbed and subjected to construction activity in the recent pass makes it highly unlikely that any cultural or paleontological resources, or human remains would be discovered during construction and implementation of the Specific Plan. However, to ensure that unknown sites that may be discovered during grading and

excavation activities are addressed, the following mitigation measures ensure that impacts are less than significant.

Mitigation Measures

Mitigation Measure C-1

Prior to approval of individual development projects within the Specific Plan project area, the developer of each project shall, at the discretion of the Community Development Director, have an archaeologist conduct a site survey and prepare a monitoring program, which will be approved by the project planner. The monitoring program, if required, shall outline how grading and earthwork will be monitored to protect potential archaeological resources. The program will identify when and how often a monitor will be on site to monitor earthwork activities; procedures to follow should resources be encountered; and procedures to follow for the recovery and curation of any resources. Upon completion of the earthwork, such that a monitor is no longer needed, and no resources have been discovered, the monitoring archaeologist shall submit a report of monitoring to the project planner. Should resources be discovered, the report shall be prepared upon completion of the recovery phase.

Mitigation Measure C-2

During ground disturbance, should any human remains be discovered, the City Police Department and the County Coroner shall be notified, and all activity at the site shall cease until the City provides clearance to resume grading or construction activities. The Police Department shall be responsible for also notifying the local tribes.

Mitigation Measure C-3

Prior to approval of individual development projects within the Specific Plan project area, the developer of each project shall, at the discretion of the Community Development Director, have a paleontologist conduct a site survey and prepare a monitoring program, if required, to be approved by the project planner, that outlines how grading and earthwork will be monitored to protect paleontologic resources. This program will identify when and how often a monitor will be on site to monitor earthwork activities; procedures to follow should resources be encountered; and procedures to follow for the recovery and curation of any resources. Upon completion of the earthwork, such that a monitor is no longer needed, and no resources have been discovered, the monitoring paleontologist shall submit a report of monitoring to the project planner. Should resources be discovered, the report shall be prepared upon completion of the recovery phase.

Findings:

Based on the whole record, this Council finds implementation of Mitigation Measures C-1 through C-3, would avoid potential significant impacts to cultural resources.

D.2 Impacts Analyzed In the Draft EIR and Determined To Be Significant and Unavoidable

1. Air Quality

1a. Significant Unavoidable Impact:

During construction activities for projects developed in the project area, short-term emissions from construction equipment and vehicles as well as architectural coatings, could exceed Southern California Air Quality Management District (SCAQMD) thresholds particularly for PM_{10} (fugitive dust) and NO_x (an ozone precursor).

Facts:

Air quality impacts are usually divided into short-term and long-term impacts. Short-term impacts are usually the result of construction or grading operations. Long-term impacts are associated with the built out condition of the proposed project.

Short-Term (Construction) Impacts

The proposed Specific Plan does not include any specific development projects at this point and thus would not result in any direct construction impacts. However, future projects are anticipated to occur in the project area under the proposed Specific Plan. Therefore, a hypothetical, quantitative assessment of emissions that are likely to occur with new development and/or redevelopment projects was prepared as part of the assessment.

Based on the assessment, it is considered highly unlikely that emissions of Carbon Monoxide and Reactive Organic Gases (ROG's) would exceed SCAQMD daily thresholds, unless every planning area was under construction at the same time. However, only two or three of the planning areas would need to have concurrent construction activity for the Nitrogen oxide (NOx) compounds (an ozone precursor) and PM_{10} (fugitive dust) thresholds to be exceeded. Therefore, demolition and/or grading activity in more than one planning area at the same time would likely result in a significant air quality impact. Total PM_{10} levels could exceed the daily threshold for NO_x if a significant portion of the existing Indio Fashion Mall were to be demolished as part of a redevelopment of that portion of the project area. An exceedance of the SCAQMD daily threshold for PM_{10} could also occur if about fifty existing housing units are demolished in Planning Area 6 as a single de-construction phase. Application of standard architectural coatings during the building construction phase could also generate emissions of ROG's that would exceed the SCAQMD thresholds.

These temporary significant impacts could occur whether the proposed Specific Plan is adopted or not, since the existing land use designations and zoning standards allow for extensive

additional development and redevelopment of the project area. The proposed plan does not specify or provide incentives for any particular approach to the timing, size or methods of new development and redevelopment construction programs. Any future construction projects will be required to implement all fugitive dust, equipment emissions, and architectural coatings emissions control measures set forth in SCAQMD Rules 402 and 403. Given these considerations, implementation of the Specific Plan would not 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 violations or the interim emission reductions specified in the Air Quality Management Plan, as a result of construction emissions.

Long-Term (Operation) Impacts

Over the long term, emissions resulting from vehicle traffic, energy consumption and use of a variety of common household aerosol products and cleaning agents throughout the fully developed project would exceed current emission levels, since the Specific Plan is expected to result in a higher level of development of residential, commercial and office uses than currently exists. Long-term emissions resulting from the net increase in total land use activities could exceed the SCAQMD thresholds for Carbon Monoxide and Nitrogen Oxide compounds. If this occurs, it would contribute to potential violations of state and/or federal ozone and Carbon Monoxide air quality standards in the Indio/Coachella Valley. It is noted, however, that additional development is likely to occur in the project area whether the proposed Specific Plan is adopted or not, due to on-going growth pressures affecting Indio and the Coachella Valley. The proposed Specific Plan would not allow for any unusual kinds of land uses that would generate a significantly higher amount of traffic or any emissions associated with energy consumption and application of cleaning agents. Given all these considerations, this project would not 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 Air Quality Management Plan (AQMP), as a result of long-term emissions.

Mitigation Measures

Mitigation Measure AQ-1

Comply with SCAQMD Rules 402, 403, 403.1, and the City's Dust Control Ordinance. During construction of future projects, property owners/developers and their contractors shall be required to comply with regional rules which would assist in reducing short-term and pollutant emissions.

Mitigation Measure AQ-2

Reduce construction emissions. Prior to approval of grading plans, the property owner/developer shall include the following notes regarding the contractor specifications submitted for review and approval by the Department of Public Works: To reduce construction equipment emissions, the following measures shall be implemented for heavy construction equipment:

- *Use low emission mobile construction equipment. The property owner/developer shall comply with California Air Resources Board requirements for heavy equipment.*
- *Maintain construction equipment engines by keeping them tuned.*
- *Use low sulfur fuel for stationary construction equipment. This is required by SCAQMD Rules 431.1 and 431.2.*
- *Utilize existing power sources when feasible. This measure would minimize the use of higher polluting gas or diesel generators.*
- *Configure construction parking to minimize traffic interference.*
- *Minimize obstruction of through-lanes. When feasible, construction should be planned so that lane closures on existing streets are kept to a minimum.*
- *Schedule construction operations affecting traffic during off-peak hours.*
- *Develop a traffic plan to minimize traffic flow interference from construction activities.*
- *Use aqueous diesel fuel where feasible and reasonably commercially available.*
- *Use cooled exhaust gas recirculation where feasible and reasonably commercially available.*

Mitigation Measure AQ-3

There are no practical measures to reduce emissions from architectural coatings to below the significance threshold. Therefore, the following measures should be incorporated into project construction to the greatest extent feasible:

- *Minimize the amount of painting each day to a limited level.*
- *Minimize the amount of paint used by utilizing pre-coated, pre-colored and naturally colored building materials.*
- *Use water-based and LOW-VOC (Volatile Organic Compounds) coatings with VOC contents less than those required by SCAQMD Rule 1113.*
- *Use high transfer efficiency painting methods such as HVLP (High Volume Low Pressure) sprayers and brushes/rollers where possible.*

Mitigation Measure AQ-4

CO, NO_x, ROG and regional emissions associated with the operation of projects in the Specific Plan, and was shown to exceed the threshold of significance. The most significant reductions in regional and local air pollutant emissions are attainable through programs which reduce the vehicular travel associated with implementation of the Specific Plan. To the greatest extent feasible, the following measures shall be incorporated into the project:

Transportation Demand Management

- *Scheduling truck deliveries and pickups during traffic off-peak hours.*
- *Providing dedicated turn lanes and other improvements in heavily congested areas.*

- *Synchronizing traffic signals.*
- *Providing local shuttle and transit shelters, and ride matching programs.*
- *Providing bicycle lanes, storage areas and amenities.*
- Other measures as set forth in SCAQMD Rule 2202

Findings:

Based on the whole record, this Council finds that implementation of the recommended mitigation measures above will reduce construction emissions, but not to the point that they would fall below the SCAQMD's thresholds. Construction emissions of NO_X and PM_{10} would exceed SCAQMD thresholds, as would ROG emissions associated with the application of architectural coatings, even after mitigation, and short term construction air quality impacts would be significant. Furthermore, the long-term regional air quality impacts due to the proposed project will be reduced to an extent with the recommended mitigation measures above. However, Carbon Monoxide, NOx and ROG emissions would continue to exceed the SCAQMD thresholds and be considered significant.

D.3 Cumulative Impacts Analyzed In The Draft EIR

CEQACEQA Guidelines Section 15355 defines a cumulative impact as one that is created as a result of a combination of the proposed project together with other projects causing related impacts. The guidelines provide guidance concerning the format and content of a cumulative impact analysis by stating that an EIR shall discuss cumulative impacts of a project when its incremental effect is cumulatively considerable. The incremental effect is defined as a significant irreversible environmental change that would be involved if the proposed project should be implemented (CEQA Guidelines sections 15130(a) and 15165(c)).

Results of the cumulative analysis were that the proposed project in conjunction with other related projects in the vicinity, as shown below in the table, would have a significant adverse cumulative effect on the following:

Air Quality:

As discussed under Environmental Setting earlier in this section, the Riverside County portion of the Salton Sea Air Basin, including the Coachella Valley, is in non-attainment status for federal ozone and PM_{10} standards. Implementation of the proposed Specific Plan would result in short-term construction emissions that could temporarily exceed SCAQMD thresholds for PM_{10}, NO_x and ROG. If that occurs, the impact would be considered cumulatively significant, since these emissions would contribute to pollutants that occur in the Coachella Valley that might worsen ozone and PM_{10} levels. These construction emissions could occur with or without the proposed Specific Plan, however, since the existing land use policies and zoning standards allow for substantial new development and redevelopment throughout the plan area. Ozone levels are primarily a result of emissions generated upwind of the Coachella Valley and transported into the valley by prevailing air currents. The proposed plan would have no impact on this phenomenon.

Long-term emissions associated with vehicular traffic, energy consumption and use of common cleaning and maintenance agents could potentially exceed SCAQMD daily thresholds for CO and NO_x, which could contribute to increased ozone levels. Such emissions could occur whether the proposed Specific Plan is adopted or not, however, since the existing land use policies and zoning standards allow for substantial additional development and redevelopment. The proposed plan would not, therefore, result in a cumulatively considerable net increase of PM_{10} or ozone as a result of construction emissions.

Furthermore, results of the cumulative analysis illustrate that the proposed Indio Fashion Mall Specific Plan project in conjunction with other related projects would contribute to a significant adverse cumulative effect on air quality

Findings:

The Council finds that the project in conjunction with future development of adjacent areas for commercial-residential use would have a cumulative affect on air quality.

After consideration of feasible mitigation measures, air quality impacts associated with new commercial/residential development would remain significant when combined with other related projects in the vicinity. Therefore, these impacts are overridden by project benefits (Section E) as set forth in Section G, Statement of Overriding Considerations.

E. PROJECT BENEFITS

The City's objectives in considering the proposed project are to develop the Specific Plan area with a land use plan, development regulations, and design guidelines for a mixed-use project that includes a commercial center and multi-family residential units. The Indio Fashion Mall Specific Plan represents an effort to address long term objectives, including expanding the City's economic base and planning to meet future residential housing needs.

Specific objectives for the project include:

- Create the opportunity for development of mixed-use project at the subject site with commercial, residential and public uses;
- Develop a profitable retail development in the eastern Coachella Valley;
- Capture an appropriate market share of the demand for retail goods and services in the eastern Coachella Valley;
- Create a gathering place for retail, commercial, dining and entertainment activity for the local community as well as for residents, businesses and visitors from throughout the area;
- Develop neighborhood-serving commercial uses for adjacent residential areas;

- Develop new ownership housing located close to neighborhood-serving commercial uses;
- Facilitate the opportunity for community programs for local residents with the development of a new public facility;
- Develop a unique shopping center in terms of style, goods and services in the eastern Coachella Valley;
- Increase sales tax and property tax revenues to the City; and
- Create local jobs.

Implementation of the Indio Fashion Mall Specific Plan would benefit the community by attracting commercial type businesses to serve the local and regional community, increase the City's residential population in proximity to commercial and office uses thus creating a mixed use project area, and generate revenue for the City.

F. ALTERNATIVES TO THE PROJECT

CEQA Guidelines Section 15126.6 describes the consideration and discussion of alternatives to a proposed project. The Guidelines state that an EIR shall describe a range of reasonable alternatives to the project, or the location of the project, which would feasibly obtain most of the basic objectives of the project but avoid or substantially lessen any of the significant effects of the project and evaluate the comparative merits of the alternatives.

The EIR has focused on direct and indirect effects on the environment that would result from implementation of the proposed project. Direct environmental impacts of the project are related to air quality, cultural resources, geologic hazards, hydrology and water quality, land use and planning, noise, population and housing, public services and utilities and traffic and circulation. All direct impacts can be mitigated to a level that is considered less than significant with the exception of those associated with air quality.

The project alternatives evaluated in this section are the following:

- No Specific Plan/Existing Conditions Alternative
- No Specific Plan/Development under the Existing General Plan and Zoning Designations
- Alternative 1- Alternative Mix of Land Uses Within Proposed Planning Areas
- Alternative 2- Alternative Mix of Land Uses and Alternative Configuration of Planning Areas
- Original Specific Plan Land Use Designations and Zoning Districts

The purpose in analyzing alternatives to a proposed project is to determine if an alternative is capable of eliminating or reducing potential significant adverse environmental effects, "even if these alternatives would impede to some degree the attainment of the project objectives, or would be more costly" (Section 15126.6[b]). The following discussion provides the Council's

evaluation of each of the alternatives to determine whether there are feasible alternatives to the proposed action (CEQA Guidelines Section 15126.6[b]) and whether the alternative can eliminate or substantially lessen significant impacts previously described in the document for the proposed action. A discussion of those alternatives eliminated from further consideration is also provided.

F.1. Alternatives Considered and Rejected as Infeasible

In determining whether an alternative scenario could meet the project goals and reduce impacts, the following alternatives were considered and rejected:

Alternative Location for the Indio Fashion Mall Specific Plan Project

Because the project is developed with a mix of land uses, no alternative location was considered. In addition, because approximately 2/3 of the project area is already developed with residential, commercial retail and office uses, no alternative land use scenarios were considered (i.e. redevelopment with residential only, or commercial only). Therefore, the alternatives mentioned above were the only ones considered for evaluation.

F.2 Selection of Alternatives to be Considered in the EIR

The environmental analyses in Chapter 4.0 of the EIR concluded that project impacts would be less than significant or could be less than significant by implementing mitigation for most issues. A determination that no impacts on the environment would occur was made for agricultural resources, biological resources, and mineral resources.

A determination of less than significant impacts was made for hazards and hazardous materials, parks and recreation, aesthetics, land use and planning, and population and housing.

A determination that impacts would be less than significant with the implementation of mitigation measures was made for land use and planning traffic/circulation, public services and utilities, noise, hydrology, geology/soils and cultural resources.

A determination that impacts would remain significant after implementation of mitigation measures was made for air quality. During construction, air quality emissions cannot be reduced to less than significant levels. However, air quality impacts would be short-term and would cease once construction activities are complete. Implementation of the Specific Plan would result in long-term regional air quality impacts for fugitive dust and NO_x emissions, which cannot be mitigated to a less than significant level.

Alternatives to the proposed project were evaluated for their ability to reduce or eliminate these significant impacts. The following alternatives represent the range of reasonable alternatives selected for evaluation.

1. No-Specific Plan/Existing Conditions Alternative

Under this alternative, the Specific Plan would not be adopted. This Alternative assumes that the approximately 88 developable acres would not be developed as a mixed-use project and that all the existing uses would be retained on the site. No new development would occur on this site under this Alternative.

Furthermore, the No Project Alternative would not meet the project objective to accommodate redevelopment and enhancement of desirable uses nor promote development and redevelopment of underutilized and undeveloped properties. This alternative is similar to the discussion of existing conditions for each issue addressed in Chapter 4.0 Environmental Impact Evaluation (e.g., land use, traffic, air quality, noise, etc.).

2. No Specific Plan/Development Under the Existing General Plan Designations and Zoning Districts Alternative

The No Specific Plan/Development Under the Existing General Plan and Zoning District designations evaluates a development scenario that would occur without implementation of the Specific Plan, but instead, what would be reasonably expected to occur in the foreseeable future based on current plans and consistent with available infrastructure and community services; that is status quo. At present, the area encompassed by planning areas 1 and 2 is designated Regional Commercial rather than Community Commercial. The intent was to create a regional shopping center to attract shoppers from throughout the eastern Coachella Valley. Commercial square footage in planning areas 1 and 2 are based on 40 percent lot coverage, where the Specific Plan calls for 30 percent lot coverage.

Specific Plan Alternatives

At the November 30, 2005 Planning Commission meeting, City staff was directed to reconsider the land use plan presented in the Specific Plan as well as the alternative land use plan that was being recommended by staff, to allow an optimum mix of land uses in some of the planning areas. The Commission believed that the Specific Plan evaluated in the Program EIR included a greater amount of commercial uses than would be likely be absorbed within a reasonable period of time. Likewise, the Commission considered the Alternative land use plan that was being recommended and determined that it was too weighted with residential uses, particularly in Planning Area 2 which had been residential in the past. Instead, the Commission requested that staff consider Mixed Use (commercial and residential) in the planning areas that fronted John Nobles Avenue; planning areas 2, 8 and 9. In addition, Planning Area 3 was also redesignated from a Mixed Use area to a Neighborhood Commercial area. The Land Use Plan Designations and Zoning Districts are shown on Exhibits 6-7 and 6-8 of Chapter 6.0.

The Specific Plan has been revised to focus on a Mixed Use Land Use Plan within Modified Planning Areas as shown in Table B.3.1, which was developed based on an estimate of the maximum amount of retail space that could be absorbed in the immediate Indio Fashion Mall project area. The number of dwelling units and commercial and office square footage is

similar to the original Specific Plan land use plan, that is approximately 551,000 square feet of commercial space, approximately 121,900 square feet of office space, and up to 559 dwelling units. The difference is with the type of housing stock and some retail space being considered, particularly in Planning Areas 2, 8 and 9. In the Mixed Use Planning Areas, buildings could have commercial or office uses on the ground floor with residential above.

At the Planning Commission's direction, staff also revised the Site Plan to include an internal road that would connect Las Palmas Road to Plaza Drive. The Specific Plan now allows approximately 33 acres of Commercial, approximately 18 acres of Residential High, approximately 10.4 acres of Neighborhood Commercial and approximately 23 acres of Mixed Use (commercial and residential uses). The range of mixed commercial and residential uses may vary depending on market demand. The remaining acreage in the Specific Plan project area is devoted to existing and proposed future roads that would be developed to accommodate an internal roadway system.

3. Alternative 1- Alternative Mix of Land Uses Within Proposed Planning Areas:

Under this alternative, the project area would still be divided into nine planning areas. Alternative 1 would accommodate approximately 36.9 acres of commercial uses and approximately 49.4 acres of residential uses. The commercial component would comprise up to 478,100 square feet of retail, restaurants and office space. The residential component would provide for the development of up to 702 multi-family dwelling units at densities between 8 and 20 units per acre. Three Zoning Districts are proposed for the project area in this alternative: Commercial-Specific Plan (COM-SP), Mixed Use-Specific Plan (MU-SP), and Residential High-Specific Plan (RH-SP) as shown in Exhibits 6-3 and 6-4 in Chapter 6.0 of the EIR.

In relation to the Specific Plan land use plan, Alternative 1 represents a decrease in the amount of commercial development and an increase in the number of dwelling units. In addition, this alternative assumes that for Planning Area 1, the two anchor buildings would remain in place and would be remodeled and possibly expanded, while the remaining part of the Mall would be demolished and replaced with new retail buildings.

4. Alternative 2- Alternative Mix of Land Uses and Alternative Configuration of Planning Areas:

Alternative 2 also represents a decrease in the amount of commercial uses and an increase in residential use. The project area would be divided into four planning areas instead of nine, and the roadway configuration would be altered to accommodate a connection between Las Palmas Road and Plaza Avenue. Planning Area 1 would be expanded to encompass approximately 27 acres and Planning Area 2 would be reduced in size accordingly. Planning Area 2 would be designated for Mixed-Use With Residential to accommodate ground floor commercial uses with multi-family dwellings similar to the Specific Plan. In addition, under this alternative, residential buildings would be developed around parking decks. No parking structures are associated with the Specific Plan.

Alternative 2 can accommodate approximately 46.5 acres of exclusively commercial uses, approximately 27.2 acres of exclusively residential uses, and 15.3 acres of mixed commercial and residential uses. The commercial component will comprise up to 447,000 square feet of retail, restaurants and office space, plus a hotel of up to 150 rooms, in addition to the existing 99 rooms. The residential component will provide for the development of up to 828 multi-family dwelling units at 15 to 20 units per acre. Four Zoning Districts are proposed for Alternative 2: Commercial-Specific Plan (COM-SP), Mixed-Use-Specific Plan (MU-SP), Mixed Use with Residential-Specific Plan (MU/R-SP) and Residential High-Specific Plan (RH-SP).

5. Original Specific Plan Land Use Designations and Zoning Districts

Under this alternative, the project area would be divided into nine planning areas. The land use plan would accommodate approximately 33.2 acres of COM-SP, approximately 18.3 acres of RH-SP, 10.4 acres of NC-SP, and 23.7 acres of MU-SP. Like the Specific Plan, the commercial component would comprise approximately 551,000 square feet of retail, restaurants space, approximately 121,900 square feet of office space, and up to 559 dwelling units.

In relation to the Specific Plan, this alternative represents a similar number of dwelling units and square footage of commercial and office space but the internal road network does not include a through street connecting Las Palmas Road to Plaza Drive as in the Specific Plan. Also, under this alternative, commercial uses would be placed in Planning Area 2 directly across John Nobles Avenue from a single family neighborhood, while the Specific Plan identifies a Mixed Use area in this location, allowing more compatible uses (smaller commercial and office space with residential above) with the single family neighborhood.

F.3 Findings Regarding Alternatives Considered in Detail in the EIR

1. No Specific Plan/Existing Conditions Alternative

CEQA Guidelines (15126.6[e]) state that the "...no project analysis shall discuss the existing conditions at the time the Notice of Preparation is published...as well as what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services." The No Specific Plan/Existing Conditions Alternative is the No Project Alternative identified in the CEQA Guidelines as the baseline by which the Specific Plan and other alternatives are evaluated; that is, existing conditions in the project area at the time the NOP was circulated for public review. This establishes a basis for understanding the impacts of a proposed Specific Plan and the various alternatives. Section 4.0 of the EIR analyzes the impacts of the implementation of the proposed Specific Plan on the existing conditions in the project area. The following table shows a comparison between existing conditions and the proposed Specific Plan.

Table F.3.1
Comparison Between Existing Conditions and the Proposed Specific Plan

	Commercial (sq.ft.)	Residential (Dwellings)	Office Space (sq.ft.)
Specific Plan	550,890	559	121,901
Existing Conditions	468,790	381	60,691
Net Change	**+82,100**	**+178**	**+ 61,210**

Under the No Specific Plan/Existing Conditions Alternative, environmental impacts already exist in the form of blighted land use conditions; traffic along roadway segments and at intersections that result in reduced levels of services (LOS E and F) during peak hours; intersections that currently warrant traffic signals; and flooding conditions at the intersection of Highway 111 and Monroe Street and along Arabia Street between Plaza Street and John Nobles Avenue. Implementation of the proposed Specific Plan would resolve these issues but would cause other adverse environmental impacts, including increased traffic, noise and air emissions.

The No Specific Plan/Existing Conditions Alternative would not provide for a mix of land uses that promotes efficient use of the project area as does the Specific Plan, would not facilitate economic development, and would not meet the City's objectives outlined above. In addition, this alternative would not provide additional multi-family housing opportunities and would not concentrate a mix of uses in the project area to promote a pedestrian-friendly, community-serving project.

This alternative would be environmentally superior to the proposed Specific Plan because, although it currently exhibits blighted conditions, it would not increase the density and intensity of uses that would result in increased traffic, noise and air emissions in the local area.

Findings:

Based on the whole record, this Council concurs that the "No Specific Plan/Existing Conditions" results in no significant impacts because no development would occur. Therefore it is considered to be an environmentally superior alternative. However, this alternative would not meet the City's objectives to increase revenue from redevelopment tax increment or increase revenue from property tax to fund public improvements or blight removal.

2. No Specific Plan/Development Under the Existing General Plan Designations and Zoning District Alternative

The No Specific Plan/Development Under the Existing General Plan and Zoning District designations evaluates a development scenario that would occur without implementation of the Specific Plan, but instead, what would be reasonably expected to occur in the foreseeable future based on current plans and consistent with available infrastructure and community services; that is, status quo. For example, at present, the area encompassed by planning areas 1 and 2 is designated Regional Commercial rather than Community Commercial. The intent was to create a regional shopping center to attract shoppers from throughout the eastern Coachella Valley.

Table F.3.2 shows a simple comparison between the proposed Specific Plan and buildout under General Plan land use designations. Commercial square footage in planning areas 1 and 2 are based on 40 percent lot coverage, whereas the Specific Plan calls for 30 percent lot coverage. The Specific Plan would have approximately 301,157 square feet of commercial space less than under the General Plan scenario, 18,700 square feet less of office space, but 66 additional dwelling units.

Table F.3.2
Buildout of Project Area - General Plan vs. Specific Plan

	Commercial (sq.ft.)	Residential (Dwellings)	Office Space (sq.ft.)
Specific Plan	550,890	559	121,901
GP Alternative	852,047	493	140,601
Net Change	**-301,157**	**+66**	**- 18,700**

Buildout of the project area under the existing General Plan Land Use designations would have similar impacts for most environmental issues as the development under the proposed Specific Plan because both projects would result in development of the project area with similar uses. However, because the existing land use designations would allow a greater intensity of uses in planning areas 1 and 2 (Regional Commercial vs. Community Commercial) an additional 301,157 square of commercial uses could be developed. This would result in additional traffic that, in turn would result in greater air emissions and a potential for greater noise impacts.

This alternative would achieve some of the goals of the Specific Plan to create a mixed-use project, develop a profitable retail center, develop neighborhood-serving and commercial uses and increase sales tax in the area. However, to date, this alternative has not been successful. For the project area to be built out under this alternative, no Specific Plan is required, no General Plan amendment, or amendment to the Redevelopment Plan is required. The City believes that the key to successful development of the project area requires a Specific Plan that will provide a standardized set of development standards and guidelines, and that encourages property owners to participate in the development of the project area as a whole.

This alternative would not be environmentally superior because it represents existing blighted conditions and would generate a greater amount of traffic and related air emissions over what is proposed in the Specific Plan.

Findings:

Based on the whole record, this Council concurs that the "Buildout Under the Existing General Plan Alternative (without a Specific Plan)" would be similar to the proposed Specific Plan except for Air Quality and Traffic/Circulation, which would have a greater environmental impact. This alternative is not considered to be environmentally superior for this reason. Additionally, this alternative would not meet the City's objectives for adequately and successfully developing the area as a profitable retail center and neighborhood-serving and commercial use.

Specific Plan Alternatives

Table F.3.3 shows a comparison of land uses and densities for the Specific Plan and the three Specific Plan alternatives.

3. Alternative 1 – Alternative Mix of Land Uses Within Proposed Planning Areas

Under this alternative, the project area would still be divided into nine planning areas as shown in Exhibits 6-3 and 6-4 in Chapter 6.0. Alternative 1 would accommodate approximately 36.9 acres of commercial uses and approximately 49.4 acres of residential uses. The commercial component would comprise up to 478,100 square feet of retail, restaurants and office space. The residential component would provide for the development of up to 702 multi-family dwelling units at densities between 8 and 20 units per acre. Three Zoning Districts are proposed for the project area: Commercial- Specific Plan (COM-SP); Mixed Use- Specific Plan (MU-SP); and Residential High- Specific Plan (RH-SP). Under this alternative the MU-SP designation is in Planning Area 3 while in the Specific Plan, the MU-SP designation is in Planning Areas 2, 8 and 9. Under the Specific Plan Planning Area 3 is designated as Neighborhood Commercial (NC-SP) and planning areas 2, 8 and 9 are designated MU-SP.

In relation to the Specific Plan, Alternative 1 represents a decrease in the amount of commercial development and an increase in the number of dwelling units. There would also be a change in the configuration of Las Palmas Road in this alternative to eliminate the intersection with John Nobles Avenue, but Las Palmas Road would not connect to Plaza Drive and create an internal road through the Project Area. In addition, this alternative assumes that for Planning Area 1, the two anchor buildings would remain in place and would be remodeled and possibly expanded, while the remaining part of the Mall would be demolished and replaced with other retail buildings.

Other structures in this Planning Area, such as the Mattress Factory could also be replaced with a new building. There are no plans to remove the other outbuildings (service station, bank building and In and Out drive thru).

Buildout of the project area under Alternative 1 would have similar impacts for the following environmental issues: Hydrology and Drainage, Geology and Soils, and Cultural Resources. Alternative 1 would have greater impacts to Public Services and Utilities, particularly for Schools, Water Supply and Wastewater Generation; however, these impacts are less than significant with mitigation through the payment of development fees for residential and commercial uses. Finally, this alternative would have lesser impacts on Land Use because the proposed use of Planning Area 2 for residential would be more compatible with existing and future residential uses adjacent to Planning Area 2; it would generate less traffic, and as a result, generate lower air emissions and traffic-related noise.

Table F.3.3
Comparison Between the Specific Plan and Alternatives

Specific Plan						
Planning Area	Acreage	Residential (Range)	Commercial (SF)	Office (SF)	Hotel (Rooms)	Cinema (Seats)
1	26.3	0	275,805	28,238	0	
2	13.8	128	71,600	8,735	0	
3	10.4	0	100,800	37,857	99	
4	3.8	57-75	0	0	0	
5	5.6	70-94	0	0	0	
6	8.9	128-171	0	0	0	
7	6.9	0	51,360	40,744	0	
8	3.5	20-32	18,3200	2,261	0	
9	6.4	45-59	32,9750	4,066	0	
Total	**86.3**	**448-559**	**550,890**	**121,901**	**99**	**0**
Specific Plan Alternative 1						
Planning Area	**Acreage**	**Residential (Range)**	**Commercial (SF)**	**Office (SF)**	**Hotel (Rooms)**	**Cinema (Seats)**
1	19.6	0	204,300	22,700	0	
2	21.2	104-138	19,220	2,135	0	
3	10.4	0	100,800	36,857	99	
4	3.8	57-76	0	0	0	
5	5.6	84-112	0	0	0	
6	8.9	134-178	0	0	0	
7	6.9	0	51,390	40,744	0	
8	3.5	53-70	0	0	0	
9	6.4	96-128	0	0	0	
Total	**86.3**	**628-702**	**375,710**	**102,436**	**99**	**0**
Specific Plan Alternative 2*						
Planning Area	**Acreage**	**Residential (Range)**	**Commercial (SF)**	**Office (SF)**	**Hotel (Rooms)**	**Cinema (Seats)**
1	27.8	31-47	200,000	0	0	2,200
2	15.3	229-306	44,000	0	150	0
3	28.6	316-422	50,400	36,857	99	0
4	17.3	40-53	75,000	40,744	0	0
Total	**89.0**	**616-828**	**369,400**	**77,601**	**249**	**2,200**
Original Specific Plan Land Use Plan						
Planning Area	**Acreage**	**Residential (Range)**	**Commercial (SF)**	**Office (SF)**	**Hotel (Rooms)**	**Cinema (Seats)**
1	19.6	0	275,805	22,700	0	0
2	21.2	0	71,600	21,600	0	0
3	10.4	0	100,800	36,857	99	0
4	3.8	57 - 75	0	0	0	0
5	5.6	70 - 94	0	0	0	0
6	8.9	128 - 171	0	0	0	0
7	6.9	0	51,360	40,744	0	0
8	3.5	115-154	18,320		0	0
9	6.4	49 - 65	32,975		0	0
Total	**86.3**	**419- 559**	**550,890**	**121,901**	**99**	**0**

Because the conceptual design of Alternative 2 was developed by a third party, the Planning Area divisions differ from the Project Specific Plan and Alternatives 1 and 3. In addition, the amount of area identified for roads in the Specific Plan and Alternative 2 is greater than that proposed in Alternative 2 thus accounting for the slight difference in the developable area in the Acreage Column.

This alternative would achieve the goals of the Specific Plan to create a mixed-use project, develop a profitable retail center, develop neighborhood-serving and commercial uses and increase sales tax in the area, and provide additional housing opportunities next existing urban infrastructure.

Findings:

Based on the whole record, this Council concurs that the "Alternative 1- Alternative Mix of Land Uses Within Proposed Planning Areas" would have a greater impact on Public Services/Utilities, particularly for Schools, Water Supply and Wastewater Generation; but would result in impacts of a lesser degree to Land Use, Long-term Air Quality, Traffic and Noise due to a lesser amount of commercial uses which tend to generate more traffic and associated impacts than residential uses. Therefore, this alternative is considered an environmentally superior alternative because it would achieve the goals of the Specific Plan to create a mixed-use project, develop a profitable retail center, develop neighborhood-serving and commercial uses and increase sales tax in the area and provide additional housing opportunities next to existing urban infrastructure. Alternative 1 was rejected because the City's intent is to have Planning Areas 2, 8 and 9 contain a mix of commercial and residential uses with ground floor retail and office space and residential above to promote pedestrian traffic and create a sense of community, as proposed by the Specific Plan.

4. Alternative 2 – Alternative Mix of Land Uses and Alternative Configuration of Planning Areas

Alternative 2 also represents a decrease in the amount of commercial uses and an increase in residential use as shown in Table F.3.3 comparing the specific plan alternatives. The project area would be divided into four planning areas instead of nine, and the roadway configuration would be altered to accommodate a connection between Las Palmas Road and Plaza Avenue, similar to that proposed in the Specific Plan. Planning Area 1 would be expanded to encompass approximately 27 acres and Planning Area 2 would be reduced in size accordingly. Planning Area 2 would be designated for Mixed Use With Residential to accommodate ground floor commercial uses with multi-family dwellings above, similar to the Specific Plan, but would have a higher density with up to 828 dwelling units where the Specific Plan identifies up to 559 dwelling units. In addition, under this alternative, residential buildings would be developed around parking decks.

Alternative 2 would accommodate approximately 46.5 acres of exclusively commercial uses, approximately 27.2 acres of exclusively residential uses, and 15.3 acres of mixed commercial and residential. The commercial component would comprise of up to 447,000 square feet of retail, restaurants and office space, a hotel of up to 150 rooms, and a movie theater. The residential component will provide for the development of up to 828 multi-family dwelling units at 15 to 20 units per acre. Four Zoning Districts are proposed for Alternative 2: Commercial-Specific Plan (COM-SP), Mixed Use- Specific Plan (MU-SP), Mixed Use with Residential-Specific Plan (MU/R-SP) and Residential High- Specific Plan (RH-SP). The range in the

number of dwelling units would allow the developer to transfer dwelling units between planning areas similar to what is proposed in the Specific Plan.

Buildout of the project area under Alternative 2 would have similar impacts for the following environmental issues: Hydrology and Drainage, Geology and Soils, and Cultural Resources. Alternative 2 would have greater impacts to Public Services and Utilities, particularly for Schools, Water Supply and Wastewater Generation; however, these impacts are less than significant with mitigation through the payment of development fees for residential and commercial uses.

Findings:

Based on the whole record, this Council concurs that the "Alternative 2- Alternative Mix of Land Uses and Alternative Configuration of Planning Areas" would achieve the goals of the Specific Plan to create a mixed-use project, develop a profitable retail center, develop neighborhood-serving and commercial uses and increase sales tax in the area, and provide additional housing opportunities next existing urban infrastructure. However, this alternative is not environmentally superior even though some impacts are similar, because other impacts, such as traffic, air quality and noise associated with a more intense uses in the Project Area are greater.

5. Alternative 3 – Original Specific Plan Land Use Designations and Zoning Districts

Under the original specific plan, three Zoning Districts are proposed: Community Commercial-Specific Plan (CC-SP), Mixed Use-Specific Plan (MU-SP) and Residential High-Specific Plan (RH-SP). Land Use designations and Zoning Districts are shown in Figures 6-1 and 6-2. This alternative assumes mixed land uses in the project area with approximately 50 acres of CC-SP, approximately 26 acres of RH-SP, approximately 10 acres of MU-SP (residential and commercial uses). The mix of uses under this alternative would result in a similar number of residential units (up to 559 dwelling units) and commercial and office square footage (up to 550,890 square feet and 121,000 square feet respectively) as the Specific Plan. These represent the gross numbers of existing and proposed dwelling units, commercial space and office space. The net increase in dwelling units (178 du) and commercial (82,100 square feet) and office space (61,210 square feet) would also be similar. The configuration of the internal road network would not be modified to allow for an internal through street between Las Palmas Road and Plaza Drive. Instead, Las Palmas Road would be realigned to meet Monroe Street farther north than currently occurs to allow a traffic signal to be placed at this intersection and at the intersection of John Nobles Avenue to control the flow of traffic through the Project Area.

Under this alternative, Planning Area 2 is proposed to be commercial, with big box retail being a likely scenario, while the Specific Plan calls for a mix of residential and commercial uses with retail and office space on the ground floor and residential above. The Mixed Use areas would provide retail goods and services in close proximity to existing and future residents in the area. Buildout of the Project Area under this alternative would have similar impacts for the following environmental issues: Hydrology and Drainage, Geology and Soils, Public Services and Utilities, and Cultural Resources. This alternative would have a greater impact on Land Use,

because the proposed use of Planning Area 2 would be commercial with a likely mix of big box retail uses rather than the mix of residential and commercial uses envisioned in the Specific Plan. The type of commercial uses envisioned in this alternative would likely generate more traffic than a mixed use project where local residents would be encouraged to walk to local shops and restaurants creating a more pedestrian friendly project area.

Findings:

Based on the whole record, this Council concurs that the "Original Specific Plan Land Use Designations and Zoning Districts" would achieve the goals of the Specific Plan to create a mixed-use project, develop a profitable retail center, develop neighborhood-serving and community commercial uses and increase sales tax in the area, and provide additional housing opportunities next existing urban infrastructure. However, this alternative is not the environmentally superior alternative because it would have similar impacts to the Specific Plan and has the potential to cause greater impacts than the proposed Specific Plan on Land Use.

G. STATEMENT OF OVERRIDING CONSIDERATIONS

This section of the findings addresses the requirements in CEQA Guidelines Section 15093. It requires the lead agency to balance the benefits of a proposed project against its unavoidable significant impacts and to determine whether the impacts are acceptably overridden by the project benefits (outlined in Section E). As described in Section D.3, the Indio Fashion Mall Specific Plan project would produce project specific-unavoidable significant impacts in one environmental area – air quality. Cumulative unavoidable significant impacts would occur for long-term air quality in the region related to vehicle trips associated with residential and commercial uses in the area as well as projected ambient population growth.

The City Council finds that the previously stated major benefits of the Indio Fashion Mall Specific Plan project as contained in the proposed action and described in Section E outweigh the unavoidable significant adverse environmental impacts noted above. Each of the separate benefits of the Indio Fashion Mall Specific Plan project cited in Section E is hereby determined to be, in itself and independently of the other project benefits, a basis for overriding all unavoidable environmental impacts identified in the EIR and in these findings..

The City Council findings set forth in the preceding sections have identified all of the adverse environmental impacts and the feasible mitigation measures which can reduce impacts to less than significant levels where feasible, or to the lowest reasonably achievable levels where significant impacts remain. The findings have also analyzed alternatives to the project (Section F) to determine whether they are reasonable alternatives to the proposed action or whether they might reduce or eliminate the significant impact (air quality) of the proposed action. The EIR presents evidence that implementing the Indio Fashion Mall Specific Plan will cause significant adverse short-term and long-term impacts for air quality, which cannot be substantially mitigated to a less than significant level. This significant impact has been outlined above and the City

H. Definition of Abbreviations and Acronyms

AAQS	Ambient air quality standards
AQMP	Air Quality Management Plan
ASTs	Above ground storage tanks
BACT	Best available control technology
BMP	Best Management Practices
CAA	Clean Air Act
CAAA	Clean Air Act Amendments
CAAQS	California Ambient Air Quality Standards
Cal-EPA	California Environmental Protection Agency
CARB	California Air Resources Board
CCAA	California Clean Air Act
CCR	California Code of Regulations
CEQA	California Environmental Quality Act
CFR	Code of Federal Regulations
CGS	California Geological Survey
CNEL	Community noise equivalent level
CNNDB	California Natural Diversity Data Base
CO	Carbon monoxide
CO_2	Carbon dioxide
CUP	Conditional Use Permit
dB	Decibel
dBA	A-weighted decibel scale
DEHS	Department of Health Services
EIR	Environmental Impact Report
EPA	Environmental Protection Agency
F	Fahrenheit
L	Day/night average noise level
L_{eq}	Equivalent noise levels
L_{max}	Maximum sound level
L_{min}	Minimum sound level
LOS	Level of service
MG	Million gallons
MGD	Million gallons per day
MMRP	Mitigation Monitoring and Reporting Program
NAAQS	National ambient air quality standards
NO_2	Nitrogen Dioxide
NOC	Notice of Completion
NOP	Notice of Preparation
NO_x	Nitrogen Oxides
NPDES	National Pollutant Discharge Elimination System
NRCS	Natural Resources Conservation Service
O_3	Ozone
$PM_{2.5}$	Fine particulate matter (2.5 microns or less)
PM_{10}	10-micron or less particulate matter