City of Indio
Community Development Department
100 Civic Center Mall
Indio CA 92202
(760) 391-4120
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CEQA Guidelines Section 15183 Exemption Checklist
Abode Communities Project
Indio, California

Project Title: Abode Communities Sonora Homes

Case No: Environmental Assessment

Lead Agency Name and Address: City of Indio
Community Development Department
100 Civic Center Mall
P.O. Drawer 1788
Indio, CA 92202

Property Owner/ Developer: Sonora Homes I, L.P./Sonora Homes II, L.P.
c/o Lara Regus
1149 S. Hill Street, Suite 700
Los Angeles, CA 90012

Applicant: Sonora Homes I, L.P./Sonora Homes II, L.P.
c/o Lara Regus
1149 S. Hill Street, Suite 700
Los Angeles, CA 90012

Prepared By: MSA Consulting, Inc.
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Contact Person and Phone Number: Kevin Snyder, AICP, Community Development Director
Community Development Department
(760) 391-4016

Project Location: Southeast corner of Fred Waring Drive and Hoover Avenue, Indio
APN: 608-080-032

Existing Zoning: Existing – Mixed Use Neighborhood
Proposed – Mixed Use Neighborhood

General Plan Designations: Existing – Mixed Use Neighborhood (MUN)
Proposed – Mixed Use Neighborhood (MUN)

TABLE OF CONTENTS

FIGURES

APPENDICES

Statement of Reasons for Exemption from Additional Environmental Review and 15183 Checklist (Pursuant to CEQA Guidelines §15183)

Project Description:

The proposed project is located on approximately 8.70 acres at the southeast corner of Fred Waring Drive and Hoover Avenue in Indio. The project property has been completely graded and disturbed, however, it is vacant and undeveloped. The site is surrounded by chain link fencing with wind fabric to the north, west, and south, and block walls to the east. The property can be identified as Assessor's Parcel Numbers (APN) 608-080-032 within Section 22, Township 5 South, Range 7 East, San Bernardino Base and Meridian.

The project's northern boundary is delineated by Fred Waring Drive and the western and southern boundaries are delineated by Hoover Avenue. The project site is surrounded by single family residential homes to the west and south (west of Hoover Avenue), multifamily residential homes to the southeast, the Workforce Development Center to the east, and an undeveloped lot to the north.

The approximately 8.70-acre project site has been graded since at least 1996. The site is currently stabilized and surrounded by chain link fencing with wind screening.

The project proposes to develop 203 total units in 12 buildings. In addition to the 203 residential units, the project also proposes a community center and child care center. The project will be developed in three phases. Phase 1 will develop 107 units and the community center on 4.97 acres of the site; Phase 2 will develop 96 units on 2.56 acres in the northeast corner; and Phase 3 will develop the childcare center on 0.9 acres in the southeast corner. The table below outlines the various phases.

The 203 proposed units will be distributed between 12 buildings. The project proposes 87 one-bedroom, 135 two-bedroom, and 77 three-bedroom units. The community center is proposed to be centrally located on the project site, while the childcare center will be located at the southeast corner of the site. The project also proposes access roads, hardscape, parking areas, and landscaped areas. Access to the site will occur along the surrounding rights-of-way, Hoover Street (west) and Fred Waring Drive (north). Hoover Street will provide four access points and Fred Waring Drive will provide two access points.

Entitlements for the property include Tentative Parcel Map (TPM) No. 38944 and Design Review. The TPM identifies the project property boundary, proposed building setbacks, and street dedication, and Design Review will review the proposed architectural plans.

General Plan Land Use and Zoning

The General Plan land use and zoning designations for the property is Mixed Use Neighborhood (MUN).

Other public agencies whose approval is required:

- Regional Water Quality Control Board (RWQCB)
- Indio Water Authority
- State Water Resources Control Board (SWRCB)

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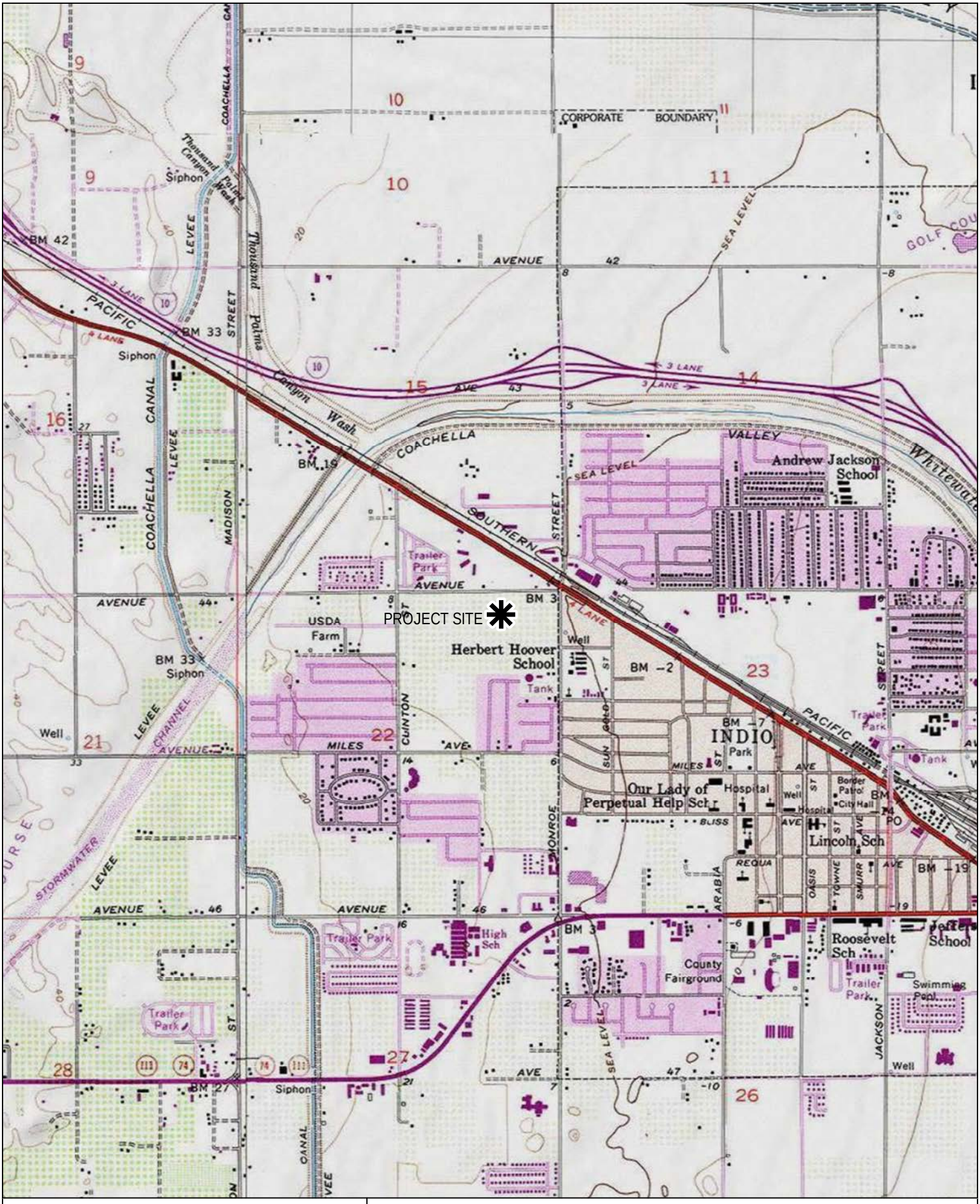
0 NORTH 9,000 FT

VICINITY MAP
ABODE COMMUNITIES - SONORA HOMES
EXHIBIT 1



MSA CONSULTING, INC.
> PLANNING > CIVIL ENGINEERING > LAND SURVEYING

0 NORTH 2,000 FT

USGS TOPOGRAPHIC MAP
ABODE COMMUNITIES - SONORA HOMES
EXHIBIT 2

MSA CONSULTING, INC.
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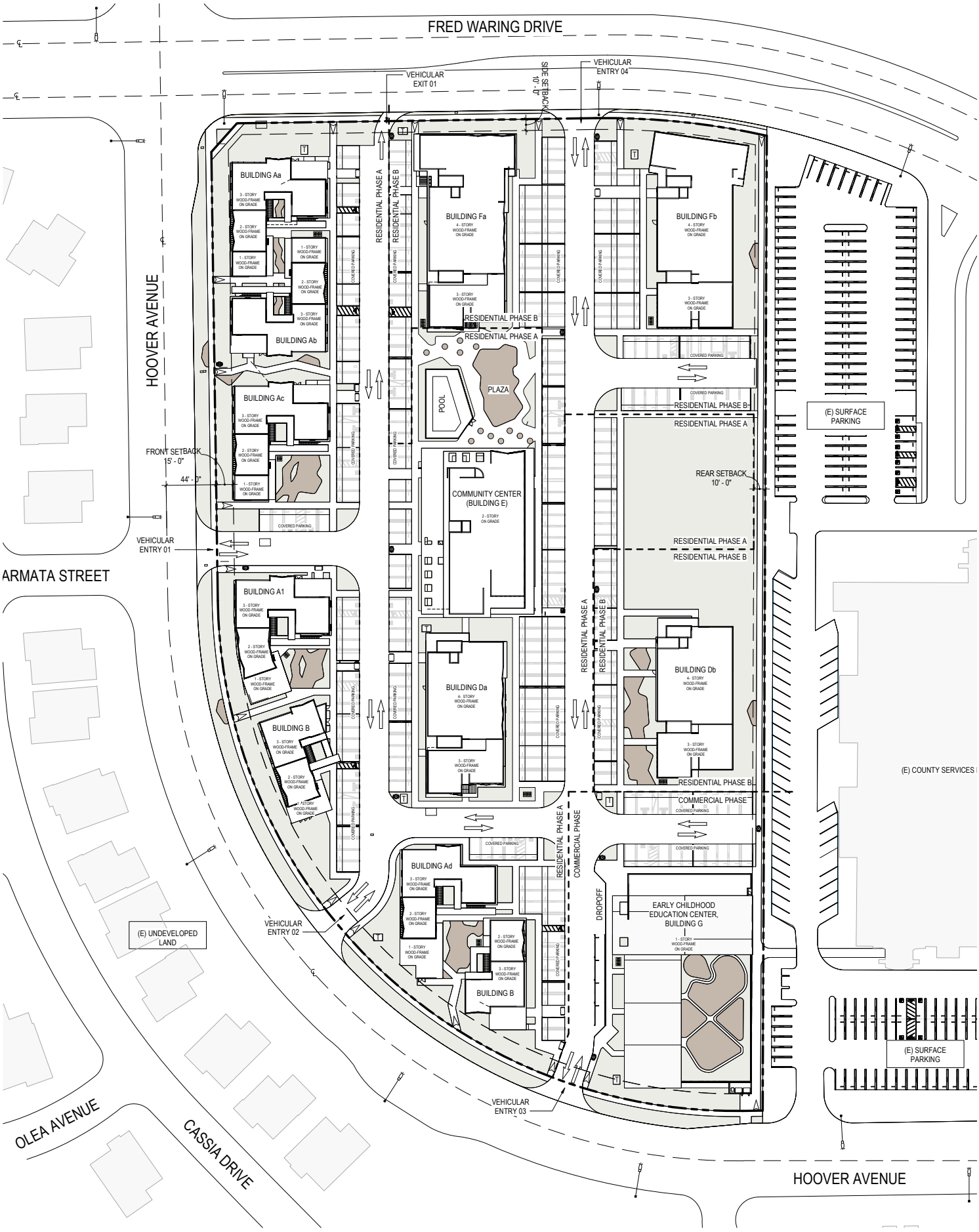
0 NORTH 200 FT

AERIAL MAP
ABODE COMMUNITIES - SONORA HOMES
EXHIBIT 3



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SITE PLAN
ABODE COMMUNITIES - SONORA HOMES
EXHIBIT 4

Overview of 15183 Checklist

California Public Resources Code section 21083.3 and California Environmental Quality Act (CEQA) Guidelines Section 15183 provide an exemption from additional environmental review for projects that are consistent with the development density established by existing zoning, community plan or general plan policies for which an Environmental Impact Report (EIR) was certified, except as might be necessary to examine whether there are project-specific significant effects which are peculiar to the project or its site. Section 15183 of the CEQA Guidelines specifies that examination of environmental effects shall be limited to those effects that: (1) are peculiar to the project or the parcel on which the project would be located, and were not analyzed as significant effects in a prior EIR on the zoning action, general plan, or community plan, with which the project is consistent; (2) are potentially significant off-site impacts and cumulative impacts which were not discussed in the prior EIR prepared for the general plan, community plan or zoning action; or (3) are previously identified significant effects which, as a result of substantial new information which was not known at the time the EIR was certified, are determined to have a more severe adverse impact than discussed in the prior EIR. Section 15183(c) of the CEQA Guidelines further specifies that if an impact is not peculiar to the parcel or to the proposed project, has been addressed as a significant effect in the prior EIR, or can be substantially mitigated by the imposition of uniformly applied development policies or standards, then an additional EIR need not be prepared for that project solely on the basis of that impact.

General Plan Update Program Environmental Impact Report

The City of Indio (City) General Plan Update (GPU) included a comprehensive update to the City's General Plan, which was adopted in 1993, and the development of a Climate Action Plan (CAP). The General Plan is a state-mandated document that outlines goals, policies, and programs that provide the framework for future development in the City and its Sphere of Influence (SOI). The 1993 General Plan had a horizon year of 2020. The General Plan Update has a horizon year of 2040. The analysis contained in the GPU Program EIR (PEIR) focuses on both the GPU and the CAP, addressed together as the GPU. The GPU addresses land use, all modes of transportation, housing, safety, includes a comprehensive update to the City's General Plan, which was adopted in 1993, and the development of a CAP. The City's General Plan was reorganized into ten elements (Land Use and Urban Design, Mobility, Economic Development, Housing, Health and Equity, Parks and Recreation, Conservation, Infrastructure and Public Facilities, Safety, and Noise). The City adopted a new Housing Element on January 5, 2022 (re-adopted April 6, 2022). New policies in the GPU were proposed that emphasize mobility, healthy communities, and sustainability. The GPU includes 13 land use place types/designations, which are organized into three broad place type categories: neighborhoods, centers, and districts. Each place type may contain a mix of land use uses (e.g., residential, commercial, industrial, and public uses, at a variety of scales and intensities) and each place type provides direction on use, intensity/density, form, and character.

The passage of Assembly Bill 32 (AB 32), the California Global Warming Solutions Act, in 2006 was a key reason behind cities and counties developing plans to reduce greenhouse gas (GHG) emissions by 2020 and beyond. As a result, the GPU must provide measures to mitigate its GHG emissions impacts in order to demonstrate that the City is doing its part to meet state law (AB 32). Thus, the purpose of developing a CAP for the City is to align the City's General Plan with the state's GHG emissions reduction efforts. The CAP is a blueprint for reducing GHG emissions associated with GPU buildout and meeting mandated GHG reduction targets. The CAP addresses climate change at the local level by focusing on the major sources of GHG emissions in the City; establishing a detailed long-term strategy to achieve GHG emissions reduction targets; and providing a framework for compliance with federal, state, and local regulations. Ultimately, the CAP identifies reasonable and effective GHG reduction measures and informs mitigation strategies for the PEIR.

The GPU PEIR was certified in conjunction with adoption of the GPU on September 18, 2019. The Indio General Plan 2040 replaces the previously adopted Indio General Plan 2020. The GPU PEIR comprehensively evaluated environmental impacts that would result from implementation of the General Plan, including information related to existing site conditions, analyses of the types and magnitude of project-level and cumulative environmental impacts, and feasible mitigation measures that could reduce or avoid environmental impacts.

Summary of Findings

The project is consistent with the analysis performed for the GPU PEIR. Further, the GPU PEIR adequately anticipated and described the impacts of the project, identified applicable mitigation measures necessary to reduce project specific impacts, and the project implements these mitigation measures (see Table S-1 of the GPU PEIR for complete list of GPU Mitigation Measures).

A comprehensive environmental evaluation has been completed for the project as documented in the attached §15183 Exemption Checklist. This evaluation concludes that the project qualifies for an exemption from additional environmental review because it is consistent with the development density and use characteristics established by the City General Plan, as analyzed by the City GPU PEIR (SCH #2015081021), and all required findings can be made.

In accordance with CEQA Guidelines §15183, the project qualifies for an exemption because the following findings can be made:

1. **The project is consistent with the development density established by existing zoning, community plan or general plan policies for which a PEIR was certified.**

   The project would be consistent with the Mixed Use Neighborhood land use designation identified for the site in the GPU. Similarly, the project would be consistent with the Mixed Use Neighborhood (MUN) zoning designation for the site in the Zoning Map.

2. **There are no project specific effects which are peculiar to the project or its site, and which the GPU PEIR Failed to analyze as significant effects.**

   The subject property is no different than other properties in the surrounding area, and there are no project-specific effects which are peculiar to the project or its site. The project site is located in an area developed with residential lots with associated accessory uses to the west and south, and the Riverside County Social Services to the east. The property does not support any peculiar environmental features, and the project would not result in any peculiar effects.

   In addition, as explained further in the §15183 Exemption Checklist below, all project impacts were adequately analyzed by the GPU PEIR. Applicable mitigation measures specified within the GPU PEIR have been applied to the project.

3. **There are no potentially significant off-site and/or cumulative impacts which the GPU PEIR failed to evaluate.**

   Preparation of the §15183 Exemption Checklist did not identify any significant off-site and/or cumulative impacts which the GPU PEIR failed to evaluate.

4. **There is no substantial new information which results in more severe impacts than anticipated by the GPU PEIR.**

   As explained in the §15183 Exemption Checklist below, no new information has been identified which would result in a determination of a more severe impact than what had been anticipated by the GPU PEIR.

5. **The project will undertake feasible mitigation measures specified in the GPU PEIR.**

As explained in the §15183 Exemption Checklist below, the project will undertake feasible mitigation measures specified in the GPU PEIR. These GPU PEIR mitigation measures will be undertaken through project design, compliance with regulations and ordinances, or through the project's conditions of approval.

Signature	Date
Printed Name	Title

CEQA Guidelines §15183 Exemption Checklist

Overview

This checklist provides an analysis of potential environmental impacts resulting from the project. Following the format of CEQA Guidelines Appendix G, environmental effects are evaluated to determine if the project would result in a potentially significant impact triggering additional review under CEQA Guidelines §15183.

- Items checked "Significant Project Impact" indicates that the project could result in a significant effect which either requires mitigation to be reduced to a less than significant level or which has a significant, unmitigated impact.
- Items checked "Impact not identified by GPU PEIR" indicates the project would result in a project specific significant impact (peculiar off-site or cumulative that was not identified in the GPU PEIR.
- Items checked "Substantial New Information" indicates that there is new information which leads to a determination that a project impact is more severe than what had been anticipated by the GPU PEIR.

A project does not qualify for a §15183 exemption if it is determined that it would result in the following: 1) a peculiar impact that was not identified as a significant impact under the GPU PEIR; 2) a more severe impact due to new information; or 3) a potentially significant off-site impact or cumulative impact not discussed in the GPU PEIR.

A summary of each potential environmental effect is provided below the checklist for each subject area. A list of references, significance guidelines, and technical studies used to support the analysis is attached in Appendix A. Appendix B contains a list of GPU PEIR mitigation measures.

1. AESTHETICS -- Would the project**:**	Significant Project Impact	Impact not Identified by GPU PEIR	Substantial New Information
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☐
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning or other regulations governing scenic quality?	☐	☐	☐
d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?	☐	☐	☐

Sources: Indio General Plan, 2019; Indio General Plan Environmental Impact Report, 2019.

a) **Less Than Significant Impact.** The GPU PEIR concluded this impact to be less than significant. No mitigation is required. Scenic vistas or public views are defined as views of scenic resources from public locations. Scenic viewpoints are defined in the GPU PEIR as singular vantage points that offer an unobstructed view of expansive visible landscape components. Due to the City's physical setting in the Coachella Valley, scenic views of the Santa Rosa, San Jacinto, and Little San Bernardino Mountains, Indio Hills, and other undeveloped hilly areas are available throughout the City.

There are no adopted designated scenic views, scenic corridors, or vista points/viewpoints in the City. The proposed project area encompasses approximately 8.70 acres of vacant land at the southeast corner of Fred Waring Drive and Hoover Avenue. The project setting does not include any on-site natural landmarks or features with a unique aesthetic value. The project site has been previously graded and fenced.

The project site is surrounded by residential, commercial, and vacant uses. Specifically, Fred Waring Drive and vacant land to the north; commercial/office uses to the east; Hoover Avenue and residential properties to the west and south. Single family residential homes are located approximately 60 feet west and south of the project boundary (separated by Hoover Avenue). The project property and surrounding uses are located within the City of Indio's Mixed Use Neighborhood (MUN) zone. This zone is intended to provide moderate- to higher-intensity neighborhood development that features a variety of multifamily housing choices and limited neighborhood-serving commercial uses in a walkable environment.

As previously stated, scenic resources viewed within the City include the surrounding mountains, and depending on viewpoint location, views of the mountains could be unobstructed by structures, landscaping, block walls or fencing, etc. From the project site, views of the Santa Rosa Mountains to the south and southwest are partially obstructed by existing structures, landscaping, and infrastructure. The San Jacinto Mountains to the west are also partially obstructed by existing structures, landscaping, and infrastructure. Peak views of the Santa Rosa and San Jacinto Mountains are visible from many locations on the project site and the public roadway and site access point north of the project (Fred Waring Drive) and west of the project (Hoover Avenue). The Little San Bernardino Mountains and Indio Hills to the north are distant, and baseline views of the landforms are largely obstructed by structures, landscaping, and infrastructure. However, midrange and peak views of the mountains are largely unobstructed, depending on viewpoint location.

The project proposes 203 multifamily units, a community center, and a childcare center. The multifamily units are proposed to be one- to four-stories. Associated onsite improvements shall include paved access and drive

aisles, parking spaces, and landscaping. The proposed buildings will be consistent with the existing developed residential and commercial context in which the project is located. One-story single family homes are located west and south of the project, two-story apartment buildings are located southwest of the project, and a one-story commercial/office building is located east of the project.

The following discussion evaluates the project's impact to scenic vistas viewed from the surrounding rights-of-way and the surrounding buildings. Although CEQA does not require the evaluation of scenic vistas from personal property (i.e., residential homes), because it is considered private, it is included in this discussion for informational purposes.

Views Observed from Northern Properties (Fred Waring Drive and Vacant Land)
Fred Waring Drive, the paved east-west-trending right-of-way, delineates the project's northern boundary. The property north of Fred Waring Drive includes a vacant and undeveloped lot of land. From Fred Waring Drive and the vacant lot, views of the Little San Bernardino Mountains to the north and northeast, Indio Hills to the north, San Jacinto Mountains to the west, and Santa Rosa Mountains to the south and southwest, are distant and baseline views are obstructed by existing structures, landscaping, and infrastructure. However, the scale and massing of these landforms allow panoramic midrange and peak views to be observed.

Views Observed from Western Properties (Hoover Avenue and Single Family Homes backyards)
Hoover Avenue, the paved right-of-way, delineates the project's western and southern boundaries. The properties west of Hoover Avenue includes single family residential homes. From Hoover Avenue and the single family residential homes, views of the Little San Bernardino Mountains to the north and northeast, Indio Hills to the north are distant and baseline views are obstructed by existing structures, landscaping, and infrastructure. However, the scale and massing of these landforms allow panoramic midrange and peak views to be observed. Views of the San Jacinto Mountains to the west and Santa Rosa Mountains to the south and southwest, are not visible from Hoover Avenue and the backyards of the single family homes due to the obstruction of existing buildings and landscaping.

Views Observed from Southern Properties (Hoover Avenue and Single Family Homes backyards)
Hoover Avenue, the paved right-of-way, delineates the project's western and southern boundaries. The properties south of Hoover Avenue includes single family residential homes. From Hoover Avenue and the single family residential homes, views of the Little San Bernardino Mountains to the north and northeast, Indio Hills to the north are distant and baseline views are obstructed by existing structures, landscaping, block walls, and infrastructure. However, the scale and massing of these landforms allow panoramic midrange and peak views to be observed. Views of the San Jacinto Mountains to the west and Santa Rosa Mountains to the south and southwest, are not visible from Hoover Avenue and the backyards of the single family homes due to the obstruction of existing buildings and landscaping. The project would not obstruct the views of the San Jacinto Mountains or Santa Rosa Mountains from the southern properties.

Views Observed from Eastern Properties (Indio Workforce Development Center)
The project's eastern boundary abuts the Workforce Development Center and associated parking lot. From the Workforce Development Center, views of the Little San Bernardino Mountains to the north and northeast, Indio Hills to the north are distant and baseline views are obstructed by existing structures, landscaping, and infrastructure. However, the scale and massing of these landforms allow panoramic midrange and peak views to be observed. Views of the San Jacinto Mountains to the west and Santa Rosa Mountains to the south and southwest, are largely obstructed by existing structures and landscaping.

Analysis of Project Impacts on Scenic Vistas
Development of the proposed project would result in multifamily units in 12 buildings, ranging in one- to four-story buildings. From the existing rights-of-way, the project could result in a brief obstruction to the surrounding landforms. Specifically, development of the project would result in impacts to views of the Santa Rosa Mountains to the south, when viewed from Fred Waring Drive and the vacant property; views of the Little San

Bernardino Mountains to the north and northeast and the Indio Hills to the north, when viewed from Hoover Avenue and the backyards of the single family homes; and views of the San Jacinto Mountains to the west, when viewed from the Workforce Development Center building frontage or parking area. However, these obstructions will be reduced by requiring building setbacks from the right-of-way. Additionally, the proposed buildings will be clustered together, allowing breaks between the buildings where views of the mountains could be witnessed. It should be noted that project building heights are compliant with the MUN land use and zoning designation for the site. Less than significant impacts are expected.

With the above analysis, the project may result in obstructions to the scenic vistas when observed from surrounding properties and rights-of-way. However, as concluded above, required building setbacks, and breaks between buildings would result in less than significant impacts to the scenic vistas. Additionally, the project is located within the City's MUN land use and zoning designation and will comply with the development standards within the designation (see discussion c). Overall, impacts to scenic vistas will be less than significant.

As previously stated, the GPU PEIR concluded that impacts to scenic resources within a state scenic highway would be less than significant. As the project would have a less than significant impact for the reasons detailed above, the project would not increase impacts identified within the GPU PEIR and there is no new information of substantial importance than identified within the GPU PEIR.

b) **Less than Significant Impact.** The GPU PEIR concluded that impacts to scenic resources would be less than significant. No mitigation is required. The project site encompasses approximately 8.70 acres of land south of Fred Waring Drive, and east of Hoover Avenue. The project site is currently vacant and undeveloped.

The purpose of the State Scenic Highway Program is to preserve and protect scenic State highway corridors from change that would diminish the aesthetic value of lands adjacent to highways. State highways can be officially designated as Scenic Highways or be determined to be eligible for designation. The status of a state scenic highway changes from eligible to "officially designated" when a local jurisdiction adopts a scenic corridor protection program, and the California Department of Transportation (Caltrans) approves the designation as a Scenic Highway. Based on the Caltrans Scenic Highway Mapping System web site, the project is not located adjacent to or near any state eligible or designated scenic highway. The closest officially designated scenic highway is State Route 74, located approximately 8.80 miles southwest of the project site.

Although there are no adopted designated scenic corridors, or vista points/viewpoints in the City, the County of Riverside Western Coachella Valley Area Plan (WCVAP) identifies U.S. I-10 and Dillon Road as County-eligible scenic highways, since both highways provide views of the desert and mountains in the region. The project property is not located near these County-eligible scenic highways. Less than significant impacts are anticipated.

As previously stated, the GPU PEIR concluded that impacts to scenic resources within a state scenic highway would be less than significant. As the project would have a less than significant impact for the reasons detailed above, the project would not increase impacts identified within the GPU PEIR.

c) **Less than Significant Impact.** The GPU PEIR concluded this impact to be less than significant. No mitigation is required. The approximately 8.70-acre project property is located in a relatively developed and urban context in the City of Indio, at the southeast corner of Fred Waring Drive and Hoover Avenue. The surrounding land uses include residential neighborhoods to the west and south, commercial uses to the northeast, a commercial/office building to the east, and vacant land to the north. The northern and western/southern property boundaries are delineated by the paved rights-of way, Fred Waring Drive and Hoover Avenue, respectively.

The community character of the City reflects a suburban atmosphere consistent with the balance of the Coachella Valley, while the City's physical setting in the Coachella Valley offers scenic views of the Little San

Bernardino, Santa Rosa, and San Jacinto Mountains, Indio Hills, and other undeveloped hilly areas viewable throughout the City. The project site is located in the central portion of the City. Development in the City's central portion would primarily be consistent with the visual character of surrounding structures and may improve the existing visual character by introducing improvements such as landscaping and streetscape that are not present in some segments of the central portion of the City. A mix of residential, commercial, and office uses surround the vacant project site.

As stated in discussion a) above, the project is characterized as vacant and undeveloped land. The site has been previously graded and represents a relatively flat topography. The project site is surrounded by chain link fencing with wind screening. The project is located within the City's Mixed Use Neighborhood (MUN) land use and zoning designation. As described in the City's GPU and Unified Development Code, MUN zones are intended to provide moderate- to higher-intensity neighborhood development that features a variety of multifamily housing choices and limited neighborhood-serving commercial uses in a walkable environment. The MUN zoning designation governs the scenic quality of the project site and surrounding area. The Unified Building Code governs the scenic quality of the zones in the City.

The project proposes the development of 203 multifamily units divided into 12 buildings, a community center, and a childcare center. Associated improvements include paved drive aisles, parking spaces, and landscaping. The multifamily buildings will range from one- to four-story buildings. The proposed buildings are compliant with MUN development standards, which allow maximum building heights of 55 feet (four-stories), as indicated in Table 2.03.03-2, Development Standards – Mixed-Use Zones. The project will also comply with building setbacks, landscaping, fences, walls and screening, outdoor lighting, and parking standards established in the Unified Development Code.

Section 2.03.06, Mixed-Use and Multi-Family Residential Design Standards, of the Unified Development Code outlines standards for site design, utilities, building mass and articulation, ground floor design, and open space areas. Per Section 2.03.06, all applicable development projects shall comply with the following site design standards. The project will comply with the design standards established in Section 2.03.06. Additionally, project design, including architecture and landscape architecture, will be subject to City review and approval, thus ensuring that aesthetic considerations are addressed in the design. Less than significant impacts are anticipated to result from project implementation.

As previously stated, the GPU PEIR concluded that impacts to scenic quality would be less than significant, and no mitigation is required. The project would have a less than significant impact for the reasons detailed above. Therefore, the project would be consistent with the GPU PEIR and would not increase impacts identified within the GPU PEIR and there is no new information of substantial importance than identified within the GPU PEIR.

d) **Less than Significant Impact.** The GPU PEIR concluded that impacts to light and glare would be less than significant. The project property, which is currently vacant and undeveloped, does not contribute to existing light or glare in the area. In the project surroundings, existing sources of fixed low-intensity nighttime lighting are attributed to residential uses approximately 60 feet to the west and south, consisting of wall-mounted, downward-oriented light fixtures in the common areas, private patios, side and front yards of homes. However, existing perimeter walls and landscaping treatments on these respective properties shield the dispersion of light, thus maintaining a low ambient light condition. Commercial uses located to the northeast and east contribute to the existing nighttime ambient light condition. Light generated by these uses typically include downward-oriented wall-mounted exterior lights along building frontages, downward-oriented post-mounted exterior lights in parking areas and along pedestrian pathways, and lighting for signage. Downward-oriented, post-mounted lights illuminate Fred Waring Drive and Hoover Avenue. An illuminated traffic signal is located at the Fred Waring Drive and Hoover Avenue intersection, at the northwest property corner. Additionally, day-time and nighttime lighting can be attributed to the existing vehicular traffic along the surrounding roadways.

The proposed multifamily development is expected to include low-intensity nighttime light ambient setting that is compatible with the City's Outdoor Lighting Requirements and existing surrounding communities. These requirements are established in an effort to minimize light pollution and trespassing. Light fixtures will be implemented to safely illuminate the entry point and certain perimeter landscaped areas, while the private patios, side yards and front yards of homes will be illuminated primarily with wall-mounted, downward-oriented fixtures. The lighting strategy will ensure that the proposed placement, orientation and intensity of exterior light fixtures provide the necessary on-site coverage, while preventing light spillage onto adjoining properties by ensuring that the illumination is sufficiently diminished at the project edges and adjacent properties. Light generated from the project will be similar to the lighting in the existing residential areas west and south of the project. Lighting will include downward-oriented light fixtures to illuminate parking areas, pedestrian pathways, building entrances, signs, and other features. Lighting for pathways and signs shall be installed as needed for security and safety purposes. Project lighting plans will be reviewed by the City.

Pertaining to glare and reflectivity, all buildings will incorporate a mix of materials as determined through separate Design Review applications. These materials do not have highly reflective properties or other surface conditions that would cause substantial daytime or nighttime glare. With the proposed perimeter wall plan and landscaping treatment, the visibility of nighttime light sources resulting from the project are expected to be diminished. Less than significant impacts are anticipated.

As previously stated, the GPU PEIR concluded that impacts to light and glare would be less than significant. As the project would have a less than significant impact for the reasons detailed above, the project would not increase impacts identified within the GPU PEIR and there is no new information of substantial importance than identified within the GPU PEIR.

Conclusion:

With regards to the issue area of Aesthetics, the following findings can be made:

1. No peculiar impacts to the project or its site have been identified.
2. There are no potentially significant off-site and/or cumulative impacts which were not discussed by the GPU PEIR.
3. No substantial new information has been identified which results in an impact which is more severe than anticipated by the GPU PEIR.
4. No mitigation measures are required within the GPU PEIR. The project specific impacts would be less than significant.

2. AGRICULTURE AND FORESTRY RESOURCES – In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:	Significant Project Impact	Impact Not Identified by GPU PEIR	Substantial New Information
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐
c) Conflict with existing zoning for, or cause rezoning of forest land, timberland, or timberland zoned Timberland Production?	☐	☐	☐
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐

Sources: *California Farmland Mapping and Monitoring Program*, California Department of Conservation, 2020; Indio General Plan, 2019, California Williamson Act Enrollment Finder, 2022.

a) The GPU PEIR concluded this impact to be significant and unavoidable. The GPU does not designate any lands for agricultural use; however, development facilitated by the GPU could ultimately eliminate all commercial agricultural activity and preclude fallow agriculture land from future production in the Planning Area. Rising land values, water costs, increasing taxes, "edge effects," and other land use conflicts have contributed to a substantial reduction in agricultural viability within the Planning Area. The adopted General Plan and other planning efforts have contemplated the conversion of agricultural lands in the city's core to non-agricultural uses. Extensive agricultural operations in the city are generally surrounded by existing or planned urban land uses. There are no viable agricultural lands near the periphery of the city that would be available to provide agricultural conservation easements. through a conventional easement purchase mitigation program. While GPU policies support small scale agricultural uses in residential areas, there are no policies or mitigation measures available to mitigate the irreplaceable loss of Prime, Unique, and Locally Important Farmland.

According to the 2020 California Farmland Mapping and Monitoring Program data the property is designated as Urban and Built-Up Land. Urban and Built-Up Land is occupied by structures with a building density of at least 1 unit to 1.5 acres, or approximately 6 structures to a 10-acre parcel. Common examples include residential, industrial, commercial, institutional facilities, cemeteries, airports, golf courses, sanitary landfills, sewage treatment, and water control structures. The subject site and the properties on all sides of the project are classified as Urban and Built-Up Land. The project would create no direct or indirect impact for the reasons detailed above as well as the site's designation as Urban and Built-Up Land. Therefore, the project would be consistent with the analysis within the GPU PEIR because it would not create new impacts, increase impacts, and there is no new information of substantial importance than identified within the GPU PEIR.

b) The GPU PEIR concluded this impact to be significant and unavoidable. The GPU does not identify land use

types to support agricultural production. The GPU allows agricultural activities within the Desert Estates (DE) designation. The designation is intended to help preserve the character of natural features while allowing the lowest intensity and amount of residential neighborhood development. The proposed land use designations that allow agricultural uses, also include other non-agricultural uses (Desert Estates designation); therefore, implementation of the GPU could result in the direct conversion of agricultural land.

Th project site is zoned, Mixed Use Neighborhood (MUN), which does not allow for agricultural uses. The project site is not located in an existing zoning for agricultural use or classified as farmland. According to the 2022 California Williamson Act Enrollment Finder, no portion of land within a one-mile radius is recognized as being under a Williamson Act Contract. The proposed project will not impact or remove land from the City or County's agricultural zoning or agricultural preserve. As the proposed project would have no impact for the reasons detailed above, the project would be consistent with the analysis within the GPU PEIR because it would not create new impacts, increase impacts, and there is no new information of substantial importance than identified within the GPU PEIR.

c) The GPU PEIR concluded this impact to be not significant. The Planning Area of the City of Indio does not have any areas of forest land or timberland. As a result, no areas are zoned as forest land in Indio and there would be no loss of forest land or conversion of forest land to non-forest use. Implementation of the GPU would not result in rezoning of existing zoning of forest land or timberland. The project would be consistent with the analysis within the GPU PEIR because it would not create new impacts, increase impacts, and there is no new information of substantial importance than identified within the GPU PEIR.

d) The GPU PEIR concluded this impact to be not significant. As indicated above, the project site is not located near any forest lands. Therefore, the project would be consistent with the analysis provided within the GPU PEIR because it would not create new impacts, increase impacts, and there is no new information of substantial importance.

e) The GPU PEIR concluded this impact to be less than significant with no mitigation. As mentioned above, the project site is not currently in agricultural production and is not zoned for agricultural uses. Additionally, the project site is not surrounded by any active agricultural uses and development of the project would be consistent with the surrounding land uses. Therefore, no indirect impacts are expected to occur to any agricultural resources. The project would be consistent with the analysis within the GPU PEIR because it would not create new impacts, increase impacts, and there is no new information of substantial importance than identified within the GPU PEIR.

Conclusion:

With regards to the issue area of Agricultural and Forestry Resources, the following findings can be made:

1. No peculiar impacts to the project or its site have been identified.
2. There are no potentially significant off-site and/or cumulative impacts which were not discussed by the GPU PEIR.
3. No substantial new information has been identified which results in an impact which is more severe than anticipated by the GPU PEIR.
4. No mitigation measures are required within the GPU PEIR. The project specific impacts would be less than significant.

3. AIR QUALITY – Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:	Significant Project Impact	Impact Not Identified by GPU PEIR	Substantial New Information
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation or result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☐	☐	☐
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☐
d) Create objectionable odors affecting a substantial number of people?	☐	☐	☐

Sources: *Final 2022 Air Quality Management Plan* (AQMP), by SCAQMD, December 2022; *Final 2003 Coachella Valley PM10 State Implementation Plan* (CVSIP), by SCAQMD, August 2003; *Analysis of the Coachella Valley PM10 Redesignation Request and Maintenance Plan*, by the California Air Resources Board, February 2010; South Coast AQMD Rule Book; California Emissions Estimator Model (CalEEMod) Version 2022, California Air Pollution Officers Association (CAPCOA) and California Air Districts.

a) **Less than Significant Impact.** The City's GPU PEIR found less than significant impacts pertaining to conflicts with or obstruction to the applicable air quality plan (AQMP) based on the reasoning that the GPU's growth projections, including housing and population, were deemed consistent with and/or factored into the regional AQMP planning and forecasts at the time of GPU preparation.

The project would be consistent with the Mixed Use Neighborhood land use designation and corresponding density allowable under the General Plan. Therefore, it would be consistent with the previously analyzed GPU growth projections.

The project site and Coachella Valley are situated within the Riverside County portion of the Salton Sea Air Basin (SSAB), under jurisdiction of the South Coast Air Quality Management District (SCAQMD). SCAQMD routinely updates their AQMP by incorporating the most current growth projections and air quality forecasts. The 2022 AQMP builds upon and supersedes the prior 2016 AQMP with updated strategies toward air quality attainment, while recognizing the challenges from experiencing the worst levels of ground-level ozone (smog) and among the highest levels of fine particulate matter (PM2.5) in the nation, despite the progress in air pollution reduction. The 2022 AQMP also recognizes the Coachella Valley's necessity to meet federal ozone standards due to transport of pollution from the upwind South Coast Air Basin. As a result, the updated strategies focus on reducing emissions of nitrogen oxides (NOx) – the key pollutant that creates ozone – by 67 percent more than is required by adopted rules and regulations in 2037. This is to be achieved in part through the extensive use of zero emission technologies across all stationary and mobile sources, combined with additional controls over stationary sources that currently account for approximately 20 percent of NOx emissions. The 2022 AQMP recognize that the overwhelming majority of NOx emissions are from heavy-duty trucks, ships and other State and federally regulated mobile sources that are mostly beyond the South Coast AQMD's control, so federal regulatory action will help toward the AQMP goals. The current AQMP does not involve numeric revisions to the South Coast AQMD Air Quality Significance Thresholds, nor is it understood to implement land use and land development restrictions. The 2022 AQMP accounts for information and assumptions from the 2020 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) to support the integration of land use and transportation toward meeting the federal Clean Air Act requirements. This is not considered new information of substantial importance than identified within the GPU PEIR because it primarily updates strategies toward air quality attainment.

Local air quality relevant to the standards for criteria air pollutants and attainment status is measured at three established Coachella Valley monitoring stations that are part of the SCAQMD 2022 Annual Air Quality Monitoring Network Plan: Palm Springs (AQS ID 060655001), Indio (AQS ID 060652002), and Mecca (Saul Martinez - AQS ID 060652005).

The 2022 AQMP provides guidance for the State Implementation Plans (SIP) for attainment of the applicable ambient air quality standards. The Coachella Valley region is in non-attainment for Particulate Matter (PM10) and Ozone (O3). PM10 is a criteria air pollutant consisting of particulate matter (airborne particles) with an aerodynamic diameter of up to 10 microns. In terms of health effects, elevated levels of ambient particulate matter are linked to increases in respiratory infections, number and severity of asthma attacks, the number of hospital admissions, and mortality rates. Ozone (O3) is a photochemical oxidant formed through chemical reactions of nitrogen oxides (NOx), volatile organic compounds (VOCs), and oxygen in the presence of sunlight. In terms of health effects, individuals exercising outdoors, children, and people with preexisting lung disease, such as asthma and chronic pulmonary lung disease, are the most susceptible sub-groups for the effects of ozone. SIPs are in place for both PM10 and Ozone.

The SCAQMD determined that impacts to air quality are significant if there is a potential to contribute or cause regional and/or localized exceedances of the federal and/or state ambient air quality standards, such as the NAAQS and CAAQS. To assist lead agencies in determining the significance of air quality impacts, SCAQMD established suggested short-term construction-related and long-term operational impact significance thresholds for direct and indirect impacts on air quality. Table III-1 displays the established SCAQMD Air Quality Significance Thresholds applicable to construction and operational activities to which the project-specific air emissions results will be compared.

Table III-1
SCAQMD's Air Quality Significance Thresholds
(Pounds/Day)

Emission Source	CO	VOC	NOx	SOx	PM10	PM2.5
Construction	550	75	100	150	150	55
Operation	550	55	55	150	150	55

Source: Air Quality Analysis Guidance Handbook and SCAQMD Air Quality Significance Thresholds, March 2023

This analysis relies on the quantitative findings from the latest version of the California Emissions Estimator Model™ (CalEEMod™) Version 2022, which serves as an adopted software platform, developed in conjunction with the California Air Pollution Control Officers Association (CAPCOA) and other California air districts, to calculate both construction emissions and operational emissions of criteria air pollutants and greenhouse gases from land use projects. The parameters considered for CalEEMod and air quality analysis were obtained from the most current technical site plan for the project. The most conservative interpretation of proposed land uses, equitable modelling criteria, and associated air quality impacts have been utilized to capture impacts associated with 100% of the proposed onsite structures and operations.

Table III-2 demonstrates that the construction-related activities consisting of site preparation, grading, utilities/building construction, paving, and architectural coating associated with the proposed project will not exceed the applicable SCAQMD Air Quality Significance Thresholds for criteria pollutants, including PM10 and Ozone precursors. As a standard requirement, dust control measures will be implemented during construction as part of a City-approved fugitive dust control plan in accordance with SCAQMD Rule 403/403.1 and the City of Indio dust control requirements. Thus, a less than significant impact would occur for the construction-related emissions in relation to the applicable South Coast AQMD Air Quality Significance Thresholds.

Table III-2
Short Term Air Pollutant Emissions
Associated With Construction of the Proposed Project
(Unmitigated) (Pounds/Day)

	ROG/VOC	NOx	CO	SO2	PM10	PM2.5
Peak Emissions Resulting from Site Preparation, Grading, Building Construction, Paving, and Architectural Coating	68.5	14.3	22.2	0.03	3.50	1.92
SCAQMD Air Quality Significance Threshold	75	100	550	150	150	55
Threshold Exceeded	No	No	No	No	No	No
Note: The PM10 and PM2.5 emissions account for required compliance with local dust control requirements.						

CalEEMod analysis was also used to calculate the long-term operational air pollutant emissions that would occur during the life of the project. These operations include area, energy and mobile sources. As shown in Table III-3 below, the project-related operational emissions of criteria pollutants are also not expected to exceed the SCAQMD Air Quality Significance Thresholds. Therefore, a less than significant impact is expected for operational emissions from the project.

Table III-3
Long Term Operational Air Pollutant Emissions
Associated With Development of the Project (Unmitigated) (Pounds/Day)

Emission Source	ROG/VOC	NOx	CO	SO2	PM10	PM2.5
Peak Area Sources, Energy Use, Mobile Sources	10.7	4.10	43.0	0.07	5.99	1.60
SCAQMD Air Quality Significance Threshold	55	55	550	150	150	55
Threshold Exceeded	No	No	No	No	No	No

In summary, the project is not expected to result in emission levels, population growth or land use changes that would interfere with the City or region's ability to comply with the most current air quality plans, such as the 2022 AQMP and State Implementation Plan strategies for PM10 and ozone level attainment efforts. Moreover, the project's short-term construction and long-term operational emissions would not exceed the established regional thresholds for criteria air pollutant emissions, including PM10 and ozone precursors (NOx and ROG/VOC). The level of project emissions are substantially lower than the thresholds, such that changes to construction, site design, or operations would not result in exceedances.

Therefore, the GPU PEIR less than significant findings are sustained for this project pertaining to the applicable air quality plan. The project would be consistent with the analysis within the GPU PEIR because it would not create new impacts, increase impacts, and there is no new information of substantial importance than identified within the GPU PEIR.

b) **Less than Significant Impact.** The City's GPU PEIR found potentially significant and unavoidable impacts pertaining to potential violations to an air quality standard or contribution to an existing or projected air quality violation, as well as cumulative considerable net increases of any criteria pollutant for which the project region is in non-attainment. The GPU findings were based on the size and scale of development (buildout conditions) under the GPU while considering the non-attainment status for PM10 and ozone. As a result, the GPU PEIR

included mitigation measure MM-AQ-1, which calls for the project-specific analysis of potential air pollutant emissions, consistent with the requirements under SCAMQD in effect at the time. The project-specific analysis shall demonstrate that the project does not exceed the SCAQMD significance thresholds or is mitigated to less than significant levels.

The project-specific analysis and air emissions modeling results are provided in Tables III-2 and III-3. The findings demonstrate that the project's short-term construction and long-term operational emissions would not exceed the established SCAQMD Air Quality Significance Threshold, including those for PM10 and ozone precursors, such as NOx and ROG/VOC.

Chapter 152 (Dust Control) of the Indio Municipal Code requires that a Fugitive Dust Control Plan be prepared and approved prior to any ground disturbance operations involving an area of more than 5,000 square feet. Implementation of the Fugitive Dust Control Plan is required to occur under the supervision of an individual with training on Dust Control in the Coachella Valley. The plan will include methods to prevent sediment track-out onto public roads, prevent visible dust emissions from exceeding a 20-percent opacity, and prevent visible dust emissions from extending more than 100 feet (vertically or horizontally from the origin of a source) or crossing any property line. The most widely used measures include proper construction phasing, proper maintenance/cleaning of construction equipment, soil stabilization, installation of track-out prevention devices, and wind fencing.

Since project-related emissions would be consistent with the Air Quality Management Plan, the Coachella Valley PM10 and Ozone SIP, and all SCAQMD Air Quality Significance Thresholds, long-term operational air quality impacts associated with the project should not be considered cumulatively considerable. Less than significant impacts are anticipated.

MM-AQ-1 is satisfied by this project-specific analysis of potential air pollutant emissions, consistent with the requirements under SCAQMD. No further mitigation is necessary since the thresholds are not exceeded. Less than significant impacts are anticipated. The project would be consistent with the analysis within the GPU PEIR because it would not create new impacts, increase impacts, and there is no new information of substantial importance than identified within the GPU PEIR.

c) **Less than Significant Impact.** The City's GPU PEIR found potentially significant and unavoidable impacts pertaining to the exposure of sensitive receptors to substantial pollutant concentrations. The GPU PEIR included mitigation measure MM-AQ-2(a), which in summary calls for project-specific analysis for small projects using SCAMQD's Localized Significance Threshold (LST) Methodology, as applicable. MM-AQ-2(b) calls for project-specific health risk analysis for projects involving sensitive land uses within 1,000 feet of existing distribution centers, rail yards, refineries, or chrome platers, and land uses identified above within 300 feet of existing gas stations, consistent with the SCAQMD requirements in effect at the time. MM-AQ-2(c) calls for project-specific health risk analysis for projects involving sensitive receptors within 500 feet of I-10, or SR 86, or within 1,000 feet of the Union Pacific Railroad.

A sensitive receptor is a person or group in the population particularly susceptible (i.e. more susceptible than the population at large) to health effects due to exposure to an air contaminant. Sensitive receptors and the facilities that house them are of particular concern if they are located in close proximity to localized sources of carbon monoxide, toxic air contaminants, or odors. Residences, long-term health care facilities, schools, rehabilitation centers, playgrounds, convalescent centers, childcare centers, retirement homes, and athletic facilities are generally considered sensitive receptors.

The SCAQMD has developed and published the Final Localized Significance Threshold (LST) Methodology to help identify potential impacts that could contribute or cause localized exceedances of the federal and/or state ambient air quality standards (NAAQS/CAAQS). LSTs only apply to certain criteria pollutants: carbon dioxide

(CO), oxides of nitrogen (NOx) particulate matter equal to or less than 10 microns in diameter (PM10), and particulate matter equal to or less than 2.5 microns in diameter (PM2.5).

Due to the presence of neighboring residential uses located on the west and south side of Hoover Street, the shortest separation interval (25 meters/82 feet) as the basis for analysis. This will ensure that the lowest emissions threshold is used as a standard for determining significance. The previously mentioned air emissions modeling results obtained from CalEEMod 2022 are presented in Table III-4.

Table III-4
Localized Significance Thresholds (LSTs) Associated with Project Construction with Receptors at 25 Meters (82 Feet), (In Pounds/Day)

Emission Source	NOx	CO	PM10	PM2.5
Peak Unmitigated Construction Emissions	14.3	22.2	3.50	1.92
SCAQMD LST Threshold for SRA 30	304	2,292	14	8
LST Threshold Exceeded?	No	No	No	No

Sources: CalEEMod Results and AQMD LST Look-Up Tables
Note: The PM10 and PM2.5 emissions factor dust control compliance with SCAQMD Rule 403 and 403.1 and Indio Municipal Code requirements under Chapter 152 (Dust Control)

The results provided in Table III-4 resulting from the Localized Significance Thresholds methodology demonstrate that the construction-related emission levels would occur below the established thresholds, taking into account the source receptor area and nearest sensitive receptor location to the project. Therefore, the project would not result in emissions capable of exposing sensitive receptors to localized substantial pollutant concentrations. Less than significant impacts are anticipated.

The proposed project involves new residents and ECE participants, which would be considered sensitive receptors. The project site is located approximately 590 feet from the Union Pacific Railroad and approximately 140 feet from a recently constructed gasoline station. MM-AQ-2(b) and MM-AQ-2(c) in the GPU call for health risk analysis, in accordance with the SCAQMD requirements, applicable to the project site, given the above-noted proximity to the railroad corridor and gasoline station. A health risk assessment evaluates how toxic emissions are released from a facility, how they disperse throughout the community, and the potential for those toxic pollutants to impact human health.

An evaluation of CalEnviroScreen was performed to address MM-AQ-2(b) and MM-AQ-2(c). CalEnviroScreen is a mapping tool that helps identify California communities that are most affected by many sources of pollution, and where people are often especially vulnerable to pollution's effects. This tool uses environmental, health, and socioeconomic information to produce scores for every census tract in the state. The scores are mapped so that different communities can be compared. An area with a high score is one that experiences a much higher pollution burden than areas with low scores. CalEnviroScreen ranks communities based on data that are available from state and federal government sources. CalEnviroScreen 4.0 is the most current version of the tool. The CalEnviroScreen 4.0 model is based on CalEPA's definition of cumulative impacts.

The overall CalEnviroScreen 4.0 percentile score factors pollution burden and exposure to ozone concentrations, PM2.5 concentrations, children's lead risk from housing, diesel PM emissions, drinking water contaminants, pesticide use, toxic releases from facilities, traffic density, solid waste sites and facilities, groundwater threats, hazardous waste, impaired water bodies, and cleanup sites. The overall CalEnviroScreen 4.0 percentile ranges from 0 (lowest score) to 100 (highest score).

CalEnviroScreen 4.0 indicates that the project location occurs within 6065045209. The results indicate that the project location is in the 61-percentile score and a pollution burden score of 26. Based on this result, the

composite pollution burden and exposure are slightly above the middle range. The pollution burden score of 26 is indicative of a lower-than-average exposure to pollution indicators and environmental effect indicators. Although there is no CEQA threshold for CalEnviroScreen 4.0 scores, the project's location and score are not indicative of a disproportionate burden.

The City's GPU PEIR found potentially significant and unavoidable impacts pertaining to the exposure of sensitive receptors to substantial pollutant concentrations, but this finding applied at a programmatic level of review. The project's results for expected emissions, localized significance thresholds and CalEnviroScreen 4.0 scores support less than significant impact to the proposed project. The project would be consistent with the analysis within the GPU PEIR because it would not create new impacts, increase impacts, and there is no new information of substantial importance than identified within the GPU PEIR.

d) **Less than Significant Impact.** The City's GPU PEIR found less than significant impacts pertaining to odors. As previously analyzed and disclosed, project implementation would not result in emissions that would exceed the applicable South Coast AQMD Air Quality Significance Thresholds or Localized Significance Thresholds. The proposed residential and ECE facilities not expected to include operations commonly known to generate odors. Therefore, the project is not expected to result in odor or other emissions adversely affecting nearby neighbors or a substantial number of people. Therefore, the project impacts are consistent with the GPU PEIR. The project would be consistent with the analysis within the GPU PEIR because it would not create new impacts, increase impacts, and there is no new information of substantial importance than identified within the GPU PEIR.

Conclusion:

With regards to the issue area of Air Quality, the following findings can be made:

1. No peculiar impacts to the project or its site have been identified.
2. There are no potentially significant off-site and/or cumulative impacts which were not discussed by the GPU PEIR.
3. No substantial new information has been identified which results in an impact which is more severe than anticipated by the GPU PEIR.
4. No mitigation measures are required within the GPU PEIR. The project specific impacts would be less than significant.

4. **BIOLOGICAL RESOURCES** -- Would the project:	Significant Project Impact	Impact Not Identified by GPU PEIR	Substantial New Information
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?	☐	☐	☐
c) Have a substantial adverse effect on state or federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐

Sources: Biological Resource Assessment & Environmental Impact Analysis, Sonora Homes Project, Abode Communities, BIOCON2 Biological Consulting, October 2023; *Staff Report on Burrowing Owl Mitigation*, California Department of Fish and Game, 2012.

a) The GPU PEIR concluded this impact to be less than significant. Biological resources on the project site were evaluated in a biological report prepared by BIOCON2 Biological Consulting in October 2023. Previously graded, the approximate 8.70-acre site can be described as a flat graded dirt/sand lot, devoid of trees and shrubs. The edges of the site show a limited mixture of native and non-native ground cover. Overall, the site has a distinct absence of floral biodiversity due to previous grading efforts. According to the biological report, observed flora species found on the site include puncturevine (*Tribulus terrestris*), amaranth (*Amaranthus palmeri*), Chenopodium (*Chenopodium oahunse*), and knotweed (*Fallopia baldschuanica*). None of these plants have any special status or protection. No sensitive plant species were observed in the project area, and none are expected to occur. Therefore, no impacts are anticipated, and no mitigation would be required.

No sensitive wildlife species were identified in the survey area; however, there is potential that nesting migratory birds protected by the federal Migratory Bird Treaty Act and California Fish and Game Code Sections 3503 and 3503.3. There is also potential that a western burrowing owl (*Athene cunicularia*) begins to reside/nest on site due to the site being suitable habitat for the species. To avoid potential direct impacts to nesting birds and burrowing owls, pre-construction surveys would be required prior to the start of construction. If migratory bird nests are detected, an avoidance buffer of appropriate radius and biological monitoring would be required. Should an active burrow exist, a biological monitor is required onsite in accordance with the 2012 *Staff Report on Burrowing Owl Mitigation* issued by the California Department of Fish and Game. A biological monitor would have the authority to stop work during disturbance/construction to avoid the take of any species protected by the International Migratory Bird Treaty Act. The western burrowing owl is a species of special concern to the state of California and the California Department Fish and Game.

The project area is located within the Plan Area of the Coachella Valley Multiple Species Habitat Conservation Plan (CVMSHCP). The project area is not within or adjacent to CVMSHCP Conservation Area.

As previously discussed, the GPU PEIR determined impacts to special status species as significant and unavoidable. However, the project determined impacts to be less than significant with the incorporation of project avoidance measures for nesting migratory birds and burrowing owls. Therefore, the project would be consistent with the analysis within the GPU PEIR because it would not create new impacts, increase impacts, and there is no new information of substantial importance than identified within the GPU PEIR.

b) The GPU PEIR concluded this impact to be less than significant. As previously discussed above. The site has been graded and can be described as a flat graded dirt/sand lot. The site does not qualify as riparian habitat or a or other sensitive natural community. No impact would occur. Therefore, the project would be consistent with the analysis within the GPU PEIR because it would not create new impacts, increase impacts, and there is no new information of substantial importance than identified within the GPU PEIR.

c) As previously discussed, the project site has been graded and does not contain nor is it adjacent to federally protected wetlands, marshes, or other drainage features. Therefore, the project will not result in direct removal, filing or hydrological interruption. The project will include on-site retention facilities to prevent the direct discharge and hydro-modification impacts of runoff into the local municipal separate storm sewer system and any downstream receiving waters. No impacts are expected to federally protected wetlands.Therefore, the project would be consistent with the analysis within the GPU PEIR because it would not create new impacts, increase impacts, and there is no new information of substantial importance than identified within the GPU PEIR.

d) The GPU PEIR concluded this impact to be less than significant. The biological report determined that the site is not a part of a regional linkage or corridor. As stated above, the site has been previously graded, and no shrubs or trees currently exist on the site. The site is completely fenced and gated and exists in a developed area of the City. However, western burrowing owls are attracted to disturbed sites and can take up residence and nest at the site at any time. Additionally, existing trees within the buffer zone around the site or future existing trees on the site could provide nesting habitat for native and migratory birds.

To reduce impacts on these species from the development of the site, pre-construction surveys would be required prior to the start of construction. If migratory bird nests are detected, an avoidance buffer of appropriate radius and biological monitoring would be required. Should an active burrow exist, a biological monitor is required in accordance with the 2012 *Staff Report on Burrowing Owl Mitigation* issued by the California Department of Fish and Game. A biological monitor would have the authority to stop work during disturbance/construction to avoid the take of any species protected by the International Migratory Bird Treaty Act. The western burrowing owl is a species of special concern to the state of California and the California Department Fish and Game.

As previously discussed, the GPU PEIR determined impacts to wildlife movement corridors as significant and unavoidable. However, project impacts were determined to be less than significant for the reasons detailed above. Therefore, the project would be consistent with the analysis within the GPU PEIR because it would not create new impacts, increase impacts, and there is no new information of substantial importance than identified within the GPU PEIR.

e) The GPU PEIR concluded this impact to be less than significant. As previously discussed, the GPU PEIR determined impacts on local policies and ordinances as well as MSHCP as less than significant. No trees were recorded on the project site. Therefore, the project would not conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance. The project will comply with the provisions of the CVMSHCP. There are no other unique local policies or ordinances protecting biological resources that would cause a conflict nor does the site support high value biological resources that could be affected. There are no applicable tree preservation policies or ordinances, and no impacts are expected. Therefore, the project would be consistent with the analysis within the GPU PEIR because it would not create

new impacts, increase impacts, and there is no new information of substantial importance than identified within the GPU PEIR.

f) The GPU PEIR concluded this impact to be less than significant. The project lies within the boundary of the CVMSHCP which outlines policies for conservation of habitats and natural communities and is implemented by the City of Indio. The project site is not located within a Conservation Area under this plan and there are no known significant biological resources on the project site. The CVMSHCP implements a Local Development Mitigation Fee for new development to support the acquisition of conservation lands. The proposed project will comply with all required plan provisions and pay the required mitigation fee in conformance with the CVMSHCP and City Ordinance. The project would be consistent with the analysis within the GPU PEIR because it would not create new impacts, increase impacts, and there is no new information of substantial importance than identified within the GPU PEIR.

Conclusion:

With regards to the issue area of Biological Resources, the following findings can be made:

1. No peculiar impacts to the project or its site have been identified.
2. There are no potentially significant off-site and/or cumulative impacts which were not discussed by the GPU PEIR.
3. No substantial new information has been identified which results in an impact which is more severe than anticipated by the GPU PEIR.
4. No mitigation measures are required within the GPU PEIR. The project specific impacts would be less than significant.

5. CULTURAL RESOURCES AND TRIBAL CULTURAL RESOURCES - Would the project:	Significant Project Impact	Impact Not Identified by GPU PEIR	Substantial New Information
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	☐	☐	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	☐	☐	☐
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	☐	☐	☐
d) Directly or indirectly destroy a unique paleontological resource or site or unique geologic figure?	☐	☐	☐
e) Would the project cause a substantial adverse change in the significance of a Tribal cultural resource, defined in Public Resource Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:			
i)Listed or eligible for listing in the California Register of Historical Resources, or in a local Register of historical resources as defined in Public Resource Code Section 5020.1(k), or;	☐	☐	☐
ii)A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American Tribe.	☐	☐	☐

Sources: *Cultural Resources Study*, Statistical Research Inc., 2024; Indio General Plan, 2019; Indio General Plan Environmental Impact Report, 2019.

a) The City's GPU PEIR determined that impacts to historical cultural resources as potentially significant since growth accommodated by the GPU may result in demolition and renovation activities that could damage or alter existing or potential historic resources. A records search prepared by Statistical Research Inc as part of the projects Cultural Resource Assessment, was conducted in October 2023 at the Easten Information Center (EIC). The results of the records search indicated that 69 previous projects had been conducted within the records search area. According to the records-search results, none of the current project area has been previously surveyed.

14 previously recorded resources were identified within the 1-mile record search buffer, and no previously recorded resources were identified within the project area. The 14 previously recorded resources are 6 sites (2 historical-period and 4 prehistoric), 1 isolated prehistoric resource, and 7 built-environment resources. The historical-period sites are an agricultural complex with a well and irrigation system and a segment of the Union Pacific Railroad line. The prehistoric sites all contain artifact scatters, and 1 of the sites also includes human cremation. The built-environment resources are a segment of the Coachella Canal, a segment of the Coachella Valley Stormwater Channel, a mobile-home park, and 4 structures. Almost all the previously recorded resources have been evaluated for eligibility for listing in the National Register of Historic Preservation (NRHP), the California Register of Historical Resources (CRHR), or local registers. Three resources (P-33-11488, P-33-13826, and CA-RIV-10847) were "found ineligible for listing in the NRHP or CRHR or local designation through survey evaluation". No eligibility status was listed for Smiley Place (P-33-9491), but it has been recommended as a Point of Historical Interest. Two resources (P-33-8323 and P-33-8324) are "properties recognized as historically significant by local government". Records for the Coachella Canal indicated that the resource "appears eligible for listing in the NRHP as an individual property through survey evaluation". Segments of the Southern Pacific Railroad/Union Pacific Railroad have been evaluated as "individually eligible for local listing or designation" or "determined ineligible for listing in the NRHP by consensus through the Section 106 process—not evaluated for CRHR or local listing".

SRI surveyed the entirety of the approximately 8.7-acre project area on November 3, 2023. The surface of the site has been previously disturbed by grading and the importing of gravel, and partial asphalt paving covers a portion of the western side of the project area. Modern refuse and modern construction materials were observed scattered throughout the project area. No cultural resources were identified during SRI's survey of the project area. Likewise, the records search conducted at the CHRIS EIC indicated that no previously recorded cultural resources had been documented within the project area, and no undocumented historical-period resources were located through the archival research. Therefore, the project would be consistent with the analysis within the GPU PEIR and it would not create new impacts, increase impacts, and there is no new information of substantial importance than identified within the GPU PEIR.

b) The City of Indio GPU PEIR states that there are high, high-moderate, and moderate sensitivity archaeological areas throughout the city which could be impacted by future development. The project site is in an area designated as moderate sensitivity and for this reason, a Cultural Resources report was prepared by SRI. This is consistent with the MM CR-1 and MM CR-3 in the GPU PEIR. As discussed above, the records search prepared by SRI was negative for any archaeological resources. As part of the records search and literature review, SRI contacted the Native American Heritage Commission (NAHC) for a list of traditional-use areas or sacred sites within the project area. The NAHC indicated that the results of the Sacred Lands File search were negative. The archaeological survey of the project area identified no historical-period or prehistoric resources, Based on observations from the property inspection performed by SRI, the entirety of the project area consists of mechanically disturbed agricultural land. Therefore, regardless of the overall sensitivity of the sediments, resources within the plow zone are likely to exhibit diminished integrity but intact deposits still may be present below the plow zone. Therefore, it is recommended that archaeological monitoring be conducted for any development within the project area. This is consistent with the GPU PEIR Policy CE-8.4 and does not create new impacts or increase impacts and there is no new information of substantial importance. Impacts would be less than significant.

c) Future development of the City could result in direct impacts to paleontological resources during project disturbance in areas of high paleontological sensitivity. The proposed project site is in an area mapped as high sensitivity. The GPU PEIR includes mitigation MM-CR-4 to reduce impacts to paleontological resources to a less than significant level. The project will comply with monitoring during development, which would reduce impacts to less than significant. Therefore, the project would be consistent with the analysis within the GPU PEIR because it would not create new impacts, increase impacts, and there is no new information of substantial importance than identified within the GPU PEIR.

d) Per the GPU PEIR there are no known areas of human remains and the Cultural Resources survey did not identify and cremation sites or human remains on the project site. Pursuant to the California Health and Safety Code Section 7050.5, and the CEQA Guidelines Section 15064.5 require that in the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, there shall be no further excavation or disturbance of the site, or any nearby area reasonably suspected to overlay adjacent remains, until the County Coroner has examined the remains. If the coroner determines the remains to be Native American or has reason to believe that they are those of Native American, the coroner shall contact by telephone within 24-hours of the Native American Heritage Commission. Pursuant to the mentioned California Health and Safety Code, proper actions shall take place in the event of a discovery or recognition of any human remains during project construction activities and project adherence of these regulations ensure impacts would be less than significant. Therefore, the project would be consistent with the analysis within the GPU PEIR because it would not create new impacts, increase impacts, and there is no new information of substantial importance than identified within the GPU PEIR.

e) The project will comply with GPU PEIR Policy CE-8.4 Monitoring and CE 8.6 Coordination with local Tribes to ensure impacts to local Tribal resources are less than significant. The NAHC provided a list of 25 contacts that could have additional information on cultural resources within the project area. SRI reached out to these

25 contacts to request any additional information they could provide. The Augustine Band of Cahuilla Mission Indians notified SRI that they were unaware of any specific cultural resources and requested their office be contacted in the event any cultural resources are encountered during the development of the project. The Cahuilla Band of Indians also indicated they were unaware of any resources and requested all cultural resource materials for review. The Agua Caliente Band of Cahuilla Indians (ACBCI) indicated the project is not within the ACBCI Reservation boundaries but is within the Tribes Traditional Use Area. They requested copies of the cultural materials and ACBCI Tribal monitoring. Assembly Bill 52 (AB 52) requires lead agencies to notify their local tribes about development projects. It also mandates lead agencies consult with Tribes if requested and sets the principles for conducting and concluding the required consultation process. The City will work with the local Tribes during the AB 52 process to ensure impacts to Tribal recourses are less than significant. Therefore, the project would be consistent with the analysis within the GPU PEIR because it would not create new impacts, increase impacts, and there is no new information of substantial importance than identified within the GPU PEIR.

Conclusion:

With regards to the issue area of Cultural and Tribal Cultural Resources, the following findings can be made:

1. No peculiar impacts to the project or its site have been identified.
2. There are no potentially significant off-site and/or cumulative impacts which were not discussed by the GPU PEIR.
3. No substantial new information has been identified which results in an impact which is more severe than anticipated by the GPU PEIR.
4. Feasible mitigation measures MM CR-1 and MM CR-3 are identified in the GPU PEIR. The project specific impacts would be less than significant.

6. ENERGY -- Would the project:	Significant Project Impact	Impact Not Identified by GPU PEIR	Substantial New Information
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☐
b) Conflict with or obstruct a state or local plan for renewable energy of energy efficiency?	☐	☐	☐

Sources: CalEEMod V 2022.1.1.22, California Air Pollution Officers Association (CAPCOA) and California Air Districts; Indio General Plan, 2019; Indio General Plan Environmental Impact Report, 2019; Indio Climate Action Plan, 2019.

Energy use was not specifically analyzed within the GPU PEIR as a separate issue area under CEQA. At the time, Energy Use was contained within Appendix F of the CEQA Guidelines and since then has been moved to the issue areas within Appendix G of the CEQA Guidelines. However, the issue of energy use in general was discussed within the GPU and GPU PEIR, within the Conservation Element. The analysis below specifically evaluates the energy use of the project for informational purposes.

a) **Less than Significant Impact.** The project proposes the development of 203 multifamily residential units separated in 12 buildings, a community center, and childcare center on approximately 8.70 acres. The project also proposes access roads, hardscape, parking areas, and landscaped areas. The entire site is currently vacant and undeveloped. The project site is located within an urban context in the City. Surrounding land uses include single family residential properties to the west and south, multifamily development to the southeast, the Indio Workforce Development Center to the east, and commercial and vacant land to the north. Fred Waring Drive delineates the project's northern boundary, while Hoover Avenue delineates the project's western and southern boundaries.

Energy sources are made available to the City of Indio by private and public agencies. Major energy providers include Imperial Irrigation District (IID) and the Southern California Gas Company (The Gas Company or SoCalGas). Electricity and natural gas are the primary sources of energy in the City of Indio.

Title 24 of the California Administrative Code sets efficiency standards for new construction, regulating energy consumed for heating cooling, ventilations, water heating, and lighting. These building efficiency standards are enforced through the City's building permit process.

The project is expected to consume energy in the form of electricity, natural gas and petroleum during project construction and operation. CalEEMod v2022.1.1.22 was utilized in the reports to calculate construction-source and operational-source criteria pollutant and GHG emissions from direct and indirect sources and quantify applicable air quality and GHG reductions achieved from mitigation measures. Project-related energy consumption, via electricity, natural gas, and petroleum, is discussed further below. See Appendix D for further information.

Electricity

Construction

Temporary electrical power for lighting and electronic equipment, such as computers inside interim construction trailers, would be provided by IID. Electricity consumed for onsite construction trailers, which are used by managerial staff during the hours of construction activities, as well as electrically powered hand tools are expected to use a minimal amount of electricity. However, the electricity used for such activities would be temporary and negligible. Most energy used during construction would be from petroleum consumption (discussed further below).

Operation

The project proposes the operation of 203 multifamily units, a community center, and a childcare center on approximately 8.7 acres at the southeast corner of Fred Waring Drive and Hoover Avenue. The project would not result in the use of excessive amounts of fuel or electricity and would not result in the need to develop additional sources of energy. While energy use at the project would not be excessive, the project would incorporate measures directed at minimizing energy use, such as installing high efficiency lighting, reducing the use of electricity during project operation. According to the CalEEMod calculations, the project is expected to generate the demand for approximately 1,482,446 kWh of annual electricity use.

The IID planning area consumed approximately 3,733.45 gigawatt hours (GWh) of electricity in 2022. IID estimates that electricity consumption within IID's planning area will be approximately 4,641,267 MWh annually by 2031. As previously stated, the project is anticipated to consume approximately 1,482,446 kWh of electricity annually during operation, which is equivalent to 1,482.446 MWh. Thus, the project would consume approximately 0.03 percent of IID's demand in 2031. The project would result in the long-term consumption of electricity, however, the increase in demand for the resource would not be substantial. The project proposes the installation of high efficiency lighting onsite. The project will also comply with California Building Code and Energy Code standards to ensure energy efficient technologies and practices are used at the project site.

Natural Gas

Construction

Natural gas is not anticipated to be required during construction of the project. Fuels used for construction would primarily consist of diesel and gasoline, which are discussed under the following petroleum subsection. Any minor amounts of natural gas that may be consumed because of project construction would be temporary and negligible and would not have an adverse effect.

Operation

The consumption of natural gas typically is consumed during building heating, and water heating, which will occur during project operation. The project's expected natural gas consumption was calculated the CalEEMod default values for apartments mid-rise, day-care centers, and parking lots. Based on the CalEEMod calculations, the project is estimated to consume approximately 2,795,916 thousand British thermal units (kBTU) of natural gas annually during operation of the project.

The project would be designed to comply with Title 24, Part 6, of the CCR, and the City's Sustainability Plan. Based on the 2018 California Gas Report, the California Energy and Electric Utilities estimates natural gas consumption within SoCalGas's planning area will be 2,310 million cf per day in 2030 (California Public Utilities Commission, 2018 California Gas Report, pg. 103). Based on the project's estimated annual natural gas consumption, of 2,795,916 kBTU (which is equivalent to 7,466 cf per day), the project would account for approximately 0.00004 percent of the 2030 forecasted consumption in SoCalGas's planning area (7,466 cf/day divided by 2,310 million cf/day) and would use the existing infrastructure. Natural gas consumption would be appropriate and not place a significant burden on SoCalGas services. Further, submittal, review, and approval of project plans through City and SoCalGas would ensure future natural gas demands to be manageable. The worst-case scenario project would result in the long-term consumption of natural gas electricity, however, the increase in demand for the resource would not be substantial. See Appendix D.

The project would be required to comply with the most recent California Building Code and Energy Code standards to ensure energy efficient technologies and practices are used at the project site. Therefore, the project will not result in the inefficient, wasteful, or unnecessary consumption of natural gas during project operation.

Additionally, natural gas consumption would be appropriate and not place a significant burden on SoCal Gas services.

Petroleum

Construction

Petroleum would be consumed throughout construction of the project. Fuel consumed by construction equipment would be the primarily energy resource expended over the course of construction, while VMT associated with the transportation of construction materials and construction worker commutes would also result in petroleum consumption. Heavy-duty equipment used for project construction would rely on diesel fuel, as would haul trucks involved in off-hauling materials from excavation. Construction workers are expected to travel to and from the project site in gasoline-powered passenger vehicles. There are no unusual project characteristics or construction processes that would require the use of equipment that would be more energy intensive that is used for comparable activities or use of equipment that would not conform to current emission standards (and related fuel efficiencies).

Overall, the project is estimated to consume approximately 16,854.9 gallons of gasoline and 37,487.2 gallons of diesel fuel during the project's construction phases. In total, the project will consume approximately 54,342.1 gallons of petroleum. Petroleum use is necessary to operate construction equipment. The US EPA applied a Tier 3 program in order to reduce the impacts of motor vehicles on air quality and public health. The vehicle emissions standards will reduce both tailpipe and evaporative emissions from passenger cars, light-duty trucks, medium duty passenger vehicles, and some heavy-duty vehicles. The construction equipment will utilize Tier 3 engines or higher, therefore would be newer off-road equipment units. See Appendix D.

The energy used during the construction of the project would be limited to the development of the project and would not require long-term petroleum use. Additionally, there are no unusual project characteristics or construction processes that would require the use of equipment that would be more energy intensive that is used for comparable activities or use of equipment that would not conform to current emissions standards (and related fuel efficiencies). Thus, project construction would not consume petroleum in a wasteful or inefficient manner.

Operation

As previously mentioned, the project proposes 203 multifamily units, a child care center and associated improvements on infill land at the southeast corner of Fred Waring Drive and Hoover Avenue. Operation of the proposed project would result in vehicle miles traveled and petroleum consumed. According to the the CalEEMod calculations, the project would result in 2,836,393 VMTs annually. Per the CalEEMod calculations, the project will generate 1,547 trips on the weekdays, 1,050 trips on Saturdays, and 1,046.1 trips on Sundays. Total mobile source CO2e is 1,036 MT per year (or 1,036,000 kg per year). CalEEMod assumes 92.5 percent of VMT burns gasoline, while the remaining 7.5 percent burn diesel. Thus, of the 1,036,000 kg of mobile emissions, 958,300 kg is generated by gasoline combustion, and 77,700 kg is generated by diesel combustion. Project operation would have an annual petroleum demand of 115,427.9 gallons. See Appendix D.

Over the lifetime of the project, the fuel efficiency of vehicles in use is expected to increase, as older vehicles are replaced with newer more efficient models. Therefore, it is expected that the amount of petroleum consumed due to the vehicle trips to and from the project site during operation would decrease over time. Additional advancement of technology includes the use of plug-in hybrid and zero emission vehicles in California, which will also decrease the amount of future petroleum consumed in the state. With the foregoing, operation of the project is expected to use decreasing amounts of petroleum over time, due to advances in fuel economy. Given this consideration, petroleum consumption associated with the project operation would not be considered excessive.

In conclusion, the project would increase demand for energy in the project area and in the service areas of IID and SoCalGas. However, based on the findings described above, project construction and operation are not anticipated to result in potentially significant impacts due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation. Therefore, the project would be consistent with the analysis within the GPU PEIR because it would not create new impacts, increase impacts, and there is no new information of substantial importance than identified within the GPU PEIR.

b) **Less than Significant Impact**. The project proposes the development of 203 multifamily units in 12 buildings, a community center, and childcare center. The project also proposes access roads, hardscape, parking areas, and landscaped areas. As stated in the previous discussion, project development and operation are not anticipated to use an unnecessary amount of energy resources. To ensure the conservation of energy, the State of California and the City of Indio implements various regulations in order to be more energy efficient and reduce the amount of energy consumed and greenhouse gas (GHG) emissions. Some of the local regulations are listed below.

Local and City Regulations

Sustainable Communities Strategy

The Sustainable Communities and Climate Protection Act of 2008, or Senate Bill 375, coordinates land use planning, regional transportation plans, and funding priorities to help California meet the GHG reduction Mandates of AB 32. The project is located within the Southern California Association of Governments (SCAG) jurisdiction, which has the authority to develop the sustainable communities strategy (SCS) or alternative planning strategy (APS). For the SCAG region, the targets set by the California Air Resources Board (CARB) are at eight percent below 2005 per capita GHG emissions levels by 2020 and 19 percent below 2005 per capita GHG emissions by 2035. These reduction targets became effective October 2018.

Indio Climate Action Plan

The Indio Climate Action Plan (CAP) was adopted by the City in September 2019. The CAP is designed to provide clear policy guidance to City staff and decision-makers on how to reduce greenhouse gas (GHG) emissions. It identifies a pathway to reduce emissions consistent with State-level emissions reduction targets for 2020 and 2030. The path includes strategies for improving connectivity and land use patters, improving transportation modes and systems, incorporating energy efficiency standards, increasing the City's renewable energy supply, and reducing solid waste.

Desert Cities Energy Partnership

Indio is an active member of the Desert Cities Energy Partnership (DCEP), which pledges to collaborate on a regional GHG emissions inventory and promote energy efficiency and clean alternative energy. Through the DCEP, Indio has received assistance in identifying opportunities to improve energy efficiency both in municipal facilities and communitywide. Some recent GHG reduction programs include water saving initiatives; water efficiency measures including turf reductions and installation of smart irrigation control systems; and rebate and incentive programs offered by IID and SoCal Gas. The DCEP is managed by the Coachella Valley Association of Governments (CVAG).

Indio General Plan

The Conservation Element of the Indio General Plan outlines energy efficiency and demand response opportunities regarding energy and energy conservation. The City supports environmental and sustainability programs including Energy Star promotions and rebates; standard appliance efficiency improvements; solar installations; solid waste recycling and diversion programs; water saving initiatives; use of alternative fuel vehicles; and school outreach programs. Additionally, SoCal Gas provides rebates and incentives for customers to install high-efficiency water heaters, clothes washers, and furnaces, utilize low-flow showerheads, or insulate their attics and walls.

Indio Municipal Code

Similar to the CAP and the Indio General Plan, the City's Municipal Code also includes provisions that encourage the use of alternative transportation means that reduce the use of non-renewable energy and the use of energy efficient appliances and building design standards. The following list includes some of these provisions:

- Chapter 160, Transportation Demand Management, which is intended to protect the public health, welfare and safety by reducing air pollution caused by vehicle trips and vehicle miles traveled.
- Section 151.010, Adoption of California Building Code (CBC), indicates that the City adopted the CBC, as amended in Section 151.011, Amendments and Additions to the Building Code, in the Municipal Code.
- Section 151.017, Adoption of California Energy Code (CEC), indicates that the City of Indio adopted the 2019 CEC.
- Section 151.050, Adoption of California Green Building Code (CGBC), indicates that the City of Indio adopted the 2019 CGBC.

The City is consistent with the State planning efforts for energy efficiency. Additionally, the project is consistent with the applicable strategies of the City of Indio's Climate Action Plan, as well as CARB's Scoping Plan. The project property will comply with all applicable federal, state, and local guidelines and regulations regarding energy efficient building design and standards. Therefore, the proposed project is not anticipated to conflict or obstruct a state or local plan for renewable energy or energy efficiency. The project proposes transient lodging uses and will not have any long-term effects on an energy provider's future energy development or future energy conservation strategies. Less than significant impacts are expected. Therefore, the project would be consistent with the analysis within the GPU PEIR because it would not create new impacts, increase impacts, and there is no new information of substantial importance than identified within the GPU PEIR.

Conclusion:

With regards to the issue area of Energy Resources, the following findings can be made:

1. No peculiar impacts to the project or its site have been identified.
2. There are no potentially significant off-site and/or cumulative impacts which were not discussed by the GPU PEIR.
3. No substantial new information has been identified which results in an impact which is more severe than anticipated by the GPU PEIR.
4. No mitigation measures are required within the GPU PEIR. The project specific impacts would be less than significant.

7. GEOLOGY AND SOILS -- Would the project:	Significant Project Impact	Impact Not Identified by GPU PEIR	Substantial New Information
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:			
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☐
ii) Strong seismic ground shaking?	☐	☐	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☐
iv) Landslides?	☐	☐	☐
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating direct or indirect substantial risks to life or property?	☐	☐	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐

Sources: Indio General Plan Environmental Impact Report, 2019, SGMA Data Viewer, 2023; Alquist-Priolo Earthquake Fault Zone Map (EQ Zapp); United States Department of Agriculture (USDA) – Soil Survey

a) i. The GPU PEIR concluded this impact to be less than significant. The project site is not located on an active fault or within an Alquist-Priolo Earthquake Fault Zone. After consulting the most recent Alquist-Priolo Earthquake Zoning Map, issued by the State Geologist, it was determined that the closest Alquist-Priolo Earthquake Fault Zone to the project site is the San Andreas Fault, approximately 2.2 miles northeast of the subject property. Therefore, the project would not expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, and impacts would be less than significant. The project would be consistent with the GPU PEIR because it would not create new impacts, and there is no new information of substantial importance than that covered in the GPU PEIR.

ii. The GPU PEIR concluded this impact to be less than significant. To ensure the structural integrity of all buildings and structures, the project must conform to the Seismic Requirements as outlined within the California Building Code (CBC). Remedial grading and construction would be in accordance with the most current California Building Code (CBC) guidelines and seismic design coefficients would work to reduce impacts associated with seismic ground shaking to the greatest extent possible, as required by Policy SE-4.1, Development Plan Review, of the GPU PEIR. Additionally, all grading, improvement, and structural plans will be reviewed and approved by the City. Less than significant impacts are anticipated. The project would be consistent with the GPU PEIR because it would not create new impacts, and there is no new information of substantial importance than that covered in the GPU PEIR.

iii. The GPU PEIR concluded this impact to be less than significant. The Indio GPU PEIR states that liquefaction may occur when a saturated or partially saturated soil substantially loses strength and stiffness in response to an applied stress, usually earthquake shaking or other sudden changes in stress condition, causing it to behave like a liquid. Soil type and depth, grain size, relative density, groundwater level, and degree of saturation influence the likelihood of liquefaction. The City experiences seismic shaking levels that have potential to result in liquefaction where groundwater is generally shallower than 30 feet. The majority of the

City has a moderate level of liquefaction susceptibility. Areas with high liquefaction potential are mainly concentrated in the southeastern portion of the City, including the project site. According to Figure 4.6-4, *Liquefaction Hazard Map*, of the GPU PEIR, the project site is located in an area with high liquefaction susceptibility. As part of the District of Water Resources (DWR) technical assistance to Groundwater Sustainability Agencies (GSAs), other water managers, and the public, DWR has developed the Sustainable Groundwater Management Act (SMGA) Data Viewer. According to the SMGA Data Viewer, well site (05S07E24M004S) located 1.3 miles southeast of the project site had recorded groundwater approximately 88.4 feet bgs in March 2023. Another well site (IWA 7) located 0.78 miles northeast of the project site recorded groundwater approximately 80.9 bgs in March 2023. A third well site (05S07E27L001S), located approximately 1.5 miles southwest of the project site recorded groundwater approximately 121 bgs in July 2023. Based off surrounding groundwater data, it can be concluded that groundwater under the project site would not be encountered at a depth of 30 feet. Risks associated with liquefaction, and the secondary effects seismically induced ground failure, are considered negligible.

To ensure the structural integrity of all buildings and structures, the project must conform to the Seismic Requirements as outlined within the CBC (per GPU Policy SE-4.1). Therefore, compliance with the CBC and the County Building Code would ensure that the project would not result in a significant impact. The project would be consistent with the GPU PEIR because it would not create new impacts, and there is no new information of substantial importance than that covered in the GPU PEIR.

iv. The GPU PEIR concluded this impact to be less than significant. The project site and much of the surrounding lands are predominantly level. There are no natural slopes and other geologic conditions that would render the area susceptible to unstable slopes and landslides. Based on the City of Indio GPU PEIR, slopes with a gradient between 34 percent and 37 percent experience the greatest potential for sliding. The land within the City is identified with less than 15 percent slopes, and accordingly, not identified with low, moderate, high, or existing landslide susceptibility. The project site is not located in areas near a slope, therefore impacts of landslides or rockfalls would not occur at the project. No impact. As the project would have no impact, the project would be consistent with the analysis within the GPU PEIR because it would not create new impacts, increase impacts, and there is no new information of substantial importance than identified within the GPU PEIR.

b) The GPU PEIR concluded this impact to be less than significant. The soil type at the project site is identified by the United States Department of Agriculture (USDA) – Soil Survey for Coachella Valley Area, California, as Indio very fine sandy loam (Is). The erosion hazard potential for Is is categorized as "slight", with a "well drained" drainage type. Erodibility susceptibility due to wind is shown in the GPU PEIR in Figure 4.6-5, *Wind Erodibility*. It shows that natural hazards are present primarily in the northern portion of the northern and eastern portion of the City's sphere of influence, not at the project site.

To reduce the risk of erosion or topsoil loss, grading activities for the project which will be performed according to an engineered grading plan approved by the City. Additionally, during construction, the project will comply with the requirements of the California General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities (General Permit), issued by the State Water Resources Control Board under the National Pollutant Discharge Elimination System (NPDES). Compliance with the General Permit requires the development of a Storm Water Pollution Prevention Plan (SWPPP), which will outline measures to minimize soil erosion and sedimentation. This plan is further discussed in the Hydrology and Water Quality section of this document. Moreover, a Fugitive Dust Control Plan will be implemented during ground disturbance and construction in accordance with the South Coast Air Quality Management District's regulations pertaining to soil erosion and fugitive dust (see discussion in Air Quality Section III). To prevent the risk of erosion and prevent loss of topsoil in a substantial manner during the life of the project, the proposed project will introduce permanent impervious and pervious ground cover improvements, including landscaping. The project would be consistent with the analysis within the GPU PEIR because it would not create new impacts, increase impacts, and there is no new information of substantial importance than identified within the GPU PEIR.

c) The GPU PEIR concluded this impact to be less than significant. According to the City's GPU PEIR, Southern California's topography is vulnerable to slope failures and landslides. Factors that determine slope failures include slope angle, geologic materials, climate conditions, earthquake shaking, and debris flow. The topography at the project site is relatively flat. Slopes do not occur in the vicinity of the project. Therefore, no impacts of landslides would occur at the project.

Per the GPU PEIR, areas of instability in the City includes the eastern and southern portions of Indio, including the project site, where the presence of shallow groundwater and groundwater overdraft conditions make these areas susceptible to liquefaction and subsidence. Per the Indio GPU PEIR *Liquefaction Hazard Map* (Figure 4-6.4), the project is in an area with high liquefaction susceptibility. Common industry practices for soils subject to liquefaction include over-excavation and compaction of soils during grading. Structural foundation plans can also address liquefaction. As stated in discussion a) iii, groundwater near the project site was recorded as being at least 80 feet bgs; therefore, liquefaction and the secondary effect of liquefaction (such as lateral spreading) is less than significant at the project site.

Land subsidence can occur in valleys where aquifer systems have been subjected to extensive groundwater pumping, such that groundwater pumping exceeds groundwater recharge. Generally, when the amount of water in the spaces within soil or rock (pore water) reduces, it can result in a rearrangement of skeletal grains and could result in elastic (recoverable) or inelastic (unrecoverable) deformation of an aquifer system. Locally, no fissures or other surficial evidence of subsidence were observed at or near the subject site based off aerial imagery. Therefore, less than significant impacts to subsidence is anticipated at the project site.

Per the GPU PEIR all development would be required to comply with applicable state laws and local regulations pertaining to geologic instability (per GPU Policy SE-4.2) as well as adhere to the grading and other recommendations to minimize impacts associated with unstable soils. All grading, improvement and structural plans will be reviewed and approved by the City. Therefore, less than significant impacts are anticipated to result from project implementation.

As previously discussed, the GPU PEIR determined impacts from soil stability to be less than significant. As the project would have a less than significant impact with the incorporation of standard conditions, the project would be consistent with the analysis within the GPU PEIR because it would not create new impacts, increase impacts, and there is no new information of substantial importance than identified within the GPU PEIR.

d) The GPU PEIR concluded this impact to be less than significant. Expansive soils have a clay content and mineralogy that renders them susceptible to volume increase upon absorption of water and volume decrease upon desiccation (known as shrink-swell). They have high percentages of certain kinds of clay particles, which can expand 10 percent or more as they become wet. Soils composed of mostly sand and gravel do not absorb much water. Expansive soils could cause structural damage, cracked driveways and sidewalks, heaving of roads and highway structures, and disruption of pipelines and other utilities. As identified in in the GPU PEIR, Figure 4.6-2, *Soils*, the majority of soils in the City are composed of sand, and sandy loam soils, which generally do not pose expansive soil risks. The soil found on the project site is Indio very fine sandy loam, which does not pose expansive soil risk; therefore, the project would be consistent with the analysis within the GPU PEIR because it would not create new impacts, crease impacts, and there is no new information of substantial importance than identified within the GPU PEIR.

e) The GPU PEIR concluded this impact to be less than significant. The project does not propose the use of septic tanks or alternative wastewater disposal systems. No impact would occur.

Conclusion:

With regards to the issue area of Geology and Soils, the following findings can be made:

1. No peculiar impacts to the project or its site have been identified.
2. There are no potentially significant off-site and/or cumulative impacts which were not discussed by the GPU PEIR.
3. No substantial new information has been identified which results in an impact which is more severe than anticipated by the GPU PEIR.
4. No mitigation measures are required within the GPU PEIR. The project specific impacts would be less than significant.

8. **GREENHOUSE GAS EMISSIONS** – Would the project:	Significant Project Impact	Impact Not Identified by GPU PEIR	Substantial New Information
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☐

Sources: California Emissions Estimator Model (CalEEMod), Version 2022.; California Greenhouse Gas Emissions for 2000 to 2020, Trends of Emissions and Other Indicators, 2022 Edition, California Air Resources Board; California Greenhouse Gas Emissions for 2000 to 2019, Trends of Emissions and Other Indicators, 2021 Edition, California Air Resources Board; Release No. 18-37 & 19-35, California Air Resources Board Press Release, July 2018 and August 2019

a) **T**he GPU PEIR determined that this impact would be Less than Significant**.** The project parameters were factored into CalEEMod to evaluate whether the GHG emissions would exceed the screening levels and therefore conflict with the plans and efforts of reducing the emissions of greenhouse gases. Construction-related GHG emissions were amortized over a 30-year period and added to the project's annual operational GHG emissions. The operational GHG emissions can be attributed to mobile, area, energy, water, waste, and refrigerant sources of the proposed residential and ECE operations. As previously discussed, the screening level of 3,000 metric tons of carbon dioxide equivalent MTCO2e) per year will be used to determine significance. The GHG emissions estimates resulting from CalEEMod are displayed below in Table VIII-1.

Table VIII-1 Total Project Greenhouse Gas Emissions

Emission Sources	**Emissions (metric tons per year)**
	Total MTCO2E
Annual Construction Emissions Amortized Over 30 Years	14.16
Mobile, Area, Energy, Water, Waste, Refrigerant Sources	1,421
Total CO2E (All Sources)	1,435.16
SCAQMD Threshold for Industrial Projects	3,000
Threshold Exceeded?	**NO**

As shown in Table VIII-1, project implementation is expected to generate approximately 1,435.16 MTCO2e per year from conventional construction, mobile, area, energy, water, waste and refrigerant sources. This quantity would occur considerably below the applicable threshold of 3,000 MTCO2e per year. As such, the project-wide emission levels will be compliant with the SCAQMD threshold.

Having been evaluated against the regionally accepted thresholds, which are part of the State's regulations aimed at addressing climate change, the project is not expected to interfere with the plans, policies, or regulations adopted for the purpose of reducing the emissions of greenhouse gases. Less than significant impacts are anticipated. The project would be consistent with the GPU PEIR because it would not create new impacts, and there is no new information of substantial importance than that covered in the GPU PEIR.

b) The GPU PEIR determined that this impact would be Less than Significant**.** The project is expected to result in GHG emissions totaling 1,435.16 MTCO2e per year, which is below the applicable screening level of 3,000 MTCO2e per year set forth under the SCAQMD regional jurisdiction that generally categorizes small-scale projects. As a result, the project is not expected to conflict with any applicable plan, policy or regulation for the purpose of reducing GHG emissions. This includes the Indio Sustainability Plan, which works in

accordance with the AB 32 framework and strategies. Less than significant impacts are anticipated. The project would be consistent with the GPU PEIR because it would not create new impacts, and there is no new information of substantial importance than that covered in the GPU PEIR.

Conclusion:

With regards to the issue area of Greenhouse Gas Emissions, the following findings can be made:

1. No peculiar impacts to the project or its site have been identified.
2. There are no potentially significant off-site and/or cumulative impacts which were not discussed by the GPU PEIR.
3. No substantial new information has been identified which results in an impact which is more severe than anticipated by the GPU PEIR.
4. No mitigation measures are required within the GPU PEIR. The project specific impacts would be less than significant.

9. **HAZARDS AND HAZARDOUS MATERIALS** – Would the project:	Significant Project Impact	Impact Not Identified by GPU PEIR	Substantial New Information
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☐
f) For a project near a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☐

Sources: Indio General Plan, 2019; Indio General Plan Environmental Impact Report, 2019; EnviroStor, California Department of Toxic Substances Control; GeoTracker, State of California Water Resources Control Board; Enforcement and Compliance History Online (ECHO), EPA.

a) The GPU PEIR concluded this impact to be less than significant. The project proposes 203 multifamily residential units, a community center, and childcare center on approximately 8.70 acres in the City of Indio. The project also proposes access roads, hardscape, parking areas, and landscaped areas. The proposed project is not expected to involve the use of any hazardous materials with the operation of the multifamily community.

Construction of the proposed project would involve the temporary management and use of potentially hazardous substances for construction and related equipment. Some of these materials would be transported to the site periodically by vehicle and would be stored temporarily during construction. When handled properly by trained individuals per the manufacturer's instructions and industry standards, such materials pose a reduced risk. The proper management of potentially hazardous materials will be regulated in part by the Best Management Practices (BMPs) and measures of a required Storm Water Pollution Prevention Plan (SWPPP) for the project. The most pertinent BMPs, identified by the California Stormwater Quality Association (CASQA), are Material Delivery and Storage (WM-1); Material Use (WM-2); and Spill Prevention and Control (WM-4). These measures outline the required steps for preventing impacts due to hazardous materials to humans and the environment during construction. With such standard measures in place, less than significant impacts are anticipated during construction.

Operation of multifamily residential communities and childcare centers do not typically involve the routine transport, use or disposal of hazardous materials in quantities or a manner that would pose a threat to the project and surroundings. The operation of residential units will not store or use large amounts of hazardous materials. The handling, application, and storage of cleaning agents, building maintenance products, paints, solvents, and other related substances is expected to occur within the project. However, these materials would not be present

in sufficient quantities to pose a significant hazard to public health and safety, or the environment. Less than significant impacts are anticipated.

As previously stated, the GPU PEIR determined impacts from transport, use, and disposal of hazardous materials and accidental release of hazardous materials to be less than significant. As the project would have a less than significant impact for the reasons listed above, the project would be consistent with the analysis within the GPU PEIR because it would not create new impacts, increase impacts, and there is no new information of substantial importance than identified within the GPU PEIR.

b) The GPU PEIR concluded this impact to be less than significant. As determined in discussion a), above, the project would handle all hazardous materials in accordance with all applicable federal, state, and local regulations. As noted previously, multifamily communities do not typically store, use, or handle hazardous materials in large quantities. Therefore, accidental conditions involving the release of hazardous materials are unlikely. The project is required to follow industry regulations related to use and storage of maintenance-related chemicals. Less than significant impacts are expected to result from project implementation.

As previously discussed, the GPU PEIR determined impacts from transport, use and disposal of hazardous materials and accidental release of hazardous materials to be less than significant. As the project would have a less than significant impact for the reasons detailed above, the project would be consistent with the analysis within the GPU PEIR because it would not create new impacts, and there is no new information of substantial importance than identified within the GPU PEIR.

c) The GPU PEIR concluded this impact to be less than significant. The closest school to the project site is Herbert Hoover Elementary School, located approximately 800 feet (0.15 miles) southeast of the project. As mentioned throughout this document, the project proposes 203 multifamily residential units, a community center, and childcare center on approximately 8.70 acres. The nature of this project does not involve hazardous substances other than common maintenance cleaners and solvents. Materials stored on site will be stored and applied according to manufacturer's instructions to mitigate the potential for incidental release of hazardous materials, explosive reactions, injury and contamination. Moreover, all hazardous materials associated with the construction and operation of the project will be subject to federal, state, and local regulations. To further minimize any potential public exposure to accidental risks, proper construction and safety measures will be implemented and temporary impacts during construction will be further mitigated by standard operational procedures and protocols as well as Best Management Practices (BMPs). Less than significant impacts are expected.

As previously discussed, the GPU PEIR determined impacts from transport, use and disposal of hazardous materials and accidental release of hazardous materials to be less than significant. As the project would have a less than significant impact for the reasons detailed above, the project would be consistent with the analysis within the GPU PEIR because it would not create new impacts, and there is no new information of substantial importance than identified within the GPU PEIR.

d) The GPU PEIR concluded this impact to be less than significant. Record searches on the project property were performed within multiple database platforms compiled pursuant to Government Code 65962.5 and its subsections. The resources consulted included GeoTracker, EnviroStor and the EPA Enforcement and Compliance History Online (ECHO).

GeoTracker is a database maintained by the State of California Water Resources Control Board that provides online access to environmental data. It serves as the management system for tracking regulatory data on sites that can potentially impact groundwater, particularly those requiring groundwater cleanup and permitted facilities, such as operating underground storage tanks and land disposal sites.

EnviroStor is a database maintained by the State of California Department of Toxic Substances Control (DTSC). The EnviroStor database identifies sites with known contamination or sites for which there may be reasons to investigate further. It includes the identification of formerly contaminated properties that have been released for reuse; properties where environmental deed restrictions have been recorded to prevent inappropriate land uses; and risk characterization information that is used to assess potential impacts to public health and the environment at contaminated sites.

Moreover, the ECHO database focuses on inspection, violation, and enforcement data for the Clean Air Act (CAA), Clean Water Act (CWA) and Resource Conservation and Recovery Act (RCRA) and also includes Safe Drinking Water Act (SDWA) and Toxics Release Inventory (TRI) data.

In January 2024, a search was performed on all three database platforms. The search results did not identify any records or sites in connection with the project property. The GeoTracker and EnviroStor database results did not identify any Leaking Underground Storage Tank (LUST) Cleanup Sites, or Permitted Underground Storage Tanks on the project property.

The GeoTracker search uncovered sixteen registered facilities within a half-mile radius of the project site. The closest site was Wright's Truck Stop, at 81929 Indio Boulevard. This site is registered as a LUST Cleanup Site; however, the status of this facility is Completed Case Closed as of January 2012. The remaining sites within a half-mile from the project site are also registered as LUST Cleanup Sites. All of the surrounding facilities have a status of Completed Case Closed. No impacts are anticipated.

The EnviroStor database listed one registered site within a half-mile radius of the project. The registered site is indicated as a school investigation site for John F. Kennedy Elementary School, located at 45100 Clinton Street, approximately 0.40 miles to the southwest. In a Preliminary Endangerment Assessment (PEA) prepared for the school investigation, it was determined that no actual or potential release of hazardous material nor the presence of naturally occurring hazardous material which would pose a threat to human health or the environment under any land use was indicated at the site. DTSC concurred with the conclusion and determined that further environmental investigation for the site is not required. Due to the status of the site, no impacts are anticipated.

ECHO listed 25 facilities within a half-mile (2,640-foot) radius of the project. The closest registered facility is the County of Riverside, Indio, DPSS EDA, located at 44199 Monroe Street, west of the project. This site is registered by the RCRA as an active facility. No violations are identified for this site. The remaining sites listed in ECHO do not indicate violations. Therefore, no significant impacts are expected.

In December 2007, UltraSystems Environmental, Inc. (UltraSystems) conducted a Phase I Environmental Site Assessment (ESA) update for the project site in conformance with industry-accepted practices and American Society for Testing and Materials (ASTM) Standard E 1527-05 to identify: 1) likely presence of hazardous substances or petroleum products, 2) conditions that indicate a release, or a material threat of a release, of hazardous substances or petroleum products into the subsurface or surface water, and 3) issues that may have an environmental impact on the subject property.

Soils testing conducted by UltraSystems found five scattered locations where dichlorodiphenyltrichloroethane (4,4 DDE) was found at levels exceeding the preliminary remediation goal for residential uses. For reference, DDE is part of the organochlorine pesticides (OCPs) family that was formerly used to protect crops from insects and is reasonably associated with the former agricultural uses. The noted exceedances were found in soil samples collected at 6 inches or less below ground surface. Soil samples at greater depths (up to 3 feet) did not reach or exceed the thresholds. Historic aerial photographs of the site indicate that site surface soils have been substantially disturbed by the routine weed abatement. Therefore, given the shallow depth of the exceeding concentrations and the subsequent surface soils disturbance by weed abatement, the tested locations currently may not reflect the previously noted concentrations and updated testing for OCPs using the same method would confirm the soil conditions. The Phase I ESA recommended soil management in order to mitigate potential

exposure of future property occupants to isolated surface soils containing elevated pesticide concentrations.

In November 2023, MSA Consulting, Inc. conducted a Phase I ESA for the site. Although MSA Consulting's Phase I ESA is a stand-alone document, the findings acknowledge the conclusion of UltraSystem's Phase I ESA conducted in 2007. Testing by Geocon identified levels of persistent pesticides (DDE and Dieldrin) above the standard screening levels based on soil samples collected at 1 foot of depth. Therefore, a Soils Management Plan (SMP) will be prepared by Geocon to conduct further testing to better determine the vertical extent and volume of impacted soil. the SMP would call for excavating the affected soils and essentially burying it under a layer/cap of good soil, underneath the residential buildings, where it would be less likely to be encountered. The SMP process would involve submittal to and oversight by the County Department of Environmental Health (DEH). Upon completion of the SMP activities, DEH would issue a "no further action letter" and the soil disposition would be part of a covenant recorded against the property. Most of the coordination would be done by Geocon. With the implementation of the SMP, the project would be consistent with the GPU PEIR, specifically, Policy HE-3.2, which promotes the cleanup of contaminated sites to protect human health, and Policy SE-7.4, which encourages and facilitates the adequate and timely cleanup of existing and future contaminated sites and the compatibility of future land uses.

As previously discussed, the GPU PEIR determined impacts from existing hazardous material sites to be less than significant. Per the GPU PEIR, all future development would be required to comply with applicable federal and state laws and local regulations pertaining to hazardous materials, including but not limited to CERCLA, RCRA, Title 22 of the California Public Health and Safety Code, the UFC, and CEQA. As the proposed project would have a less than significant impact for the reasons discussed above, the project would be consistent with the analysis within the GPU PEIR because it would not create new impacts, increase impacts, and there is no new information of substantial importance than identified within the GPU PEIR.

e/f) The GPU PEIR concluded that this impact would be less than significant. The closest airport to the project site is located approximately 2 miles northwest. As a result, the project is located within the Compatibility Zones C and E of the Bermuda Dunes Airport influence and planning area. Specifically, the northeast portion of the project is located in Zone C, while the southwest portion of the site is located within Zone E. The project proposes a multifamily community which is an acceptable use within Zones C and E. Uses prohibited in Zone C include children's schools, day care centers, libraries, hospitals, nursing homes, buildings with more than three aboveground habitable floors, highly noise-sensitive outdoor nonresidential uses (i.e., amphitheaters and drive-in theaters), and hazards to flights (i.e., physical, visual, and electronic forms of interference with the safety of aircraft operations). Prohibited uses in Zone E include hazards to flight. The project does not propose any of these uses in the area located within Zones C and E. The project shall be reviewed by the Airport Land Use Commission (ALUC). Additionally, the project is not located within the Airport's 55, 60, or 65 CNEL noise contours. Although flights approaching and departing the airports may fly over the project site with an intermittent frequency, less than significant impacts are anticipated.

As previously discussed, the GPU PEIR determined impacts to public and private airports will be less than significant. As the proposed project would have a less than significant impact for the reasons discussed above, the project would be consistent with the analysis within the GPU PEIR because it would not create new impacts, increase impacts, and there is no new information of substantial importance than identified within the GPU PEIR.

f) The GPU PEIR concluded this impact to be less than significant. Access to the project site is currently provided by Fred Waring Drive to the north and Hoover Drive to the west and south. Development of the proposed project would not result in changes to the City's circulation patterns or emergency access routes, as there are no established emergency evacuation routes in the City of Indio, per the Indio GP PEIR. The proposed project site design will be reviewed by the Indio Fire Department for compliance with project-specific emergency access and similar requirements as a routine aspect of Indio's design review process prior to issuance of building permits. This ensures that the project would not preclude or interfere with emergency access or fail to comply

with fire department standards. Therefore, impacts would be less than significant.

As the project would have a less than significant impact for the reasons discussed above, the project would be consistent with the analysis within the GPU PEIR because it would not create new impacts, increase impacts, and there is no new information of substantial importance than identified within the GPU PEIR.

g) The GPU PEIR concluded the impact of wildfires to be less than significant. The areas of Southern California are susceptible to wildfires all year round due to the region's weather, topography and vegetation conditions. The Coachella Valley's hot dry summer and autumn weather is ideal to generate the dry vegetation that fuels most wildfires. The California Board of Forestry (CDF) ranks fire hazard of wildland areas of the State using four main criteria: fuels, weather, assets at risk, and level of service. The project site is located on relatively flat topography, in a developed context within the City of Indio. The project site and its surroundings are located outside of the Very High Fire Hazard Severity Zone (FHSZ) for Local Responsibility Area and outside of the Very High/High/Moderate FHSZ for State and Federal Responsibility Areas. The project will include the on-site fire protection facilities necessary to satisfy the local Fire Department requirements. No impacts related to wildland fire are expected.

As the project would have a less than significant impact for the reasons detailed above, the project would be consistent with the analysis within the GPU PEIR because it would not create new impacts, increase impacts, and there is no new information of substantial importance than identified within the GPU PEIR.

Conclusion:

With regards to the issue area of Hazards and Hazardous Materials, the following findings can be made:

1. No peculiar impacts to the project or its site have been identified.
2. There are no potentially significant off-site and/or cumulative impacts which were not discussed by the GPU PEIR.
3. No substantial new information has been identified which results in an impact which is more severe than anticipated by the GPU PEIR.
4. No mitigation measures are required within the GPU PEIR. The project specific impacts would be less than significant.

10. **HYDROLOGY AND WATER QUALITY** -- Would the project:	Significant Project Impact	Impact Not Identified by GPU PEIR	Substantial New Information
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☐
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level?	☐	☐	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner, which would result in substantial erosion or siltation on- or off-site?	☐	☐	☐
d) Course of a stream or river, in a manner which would result in flooding on- or off-site? Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☐
e) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map. Place within a 100-year flood hazard area structures which would impede or redirect flood flows. Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of failure of a levee or dam?	☐	☐	☐
i) result in substantial erosion or siltation on- or off-site;	☐	☐	☐
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	☐	☐	☐
iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☐	☐
iv) impede or redirect flood flows?	☐	☐	☐
f) Result in inundation by seiche, tsunami, or mudflow? In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☐
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☐

Sources: Flood Insurance Rate Map # 06065C2251H, Federal Emergency Management Agency (FEMA), Effective March 06, 2018; Water Quality Control Plan for the Colorado River Basin Region, January 2019; 2020 Coachella Valley Regional Urban Water Management Plan, June 2021

a) The City's GPU PEIR found that impacts to water quality standards, waste discharge requirements, surface waters, and groundwater quality would be less than significant, based on the regulatory standards and requirements on future development involving the protection of water quality at the local, state and federal level. The findings rely on the local stormwater retention requirement under Chapter 55 of the City's Municipal Code, as well as the regulatory mandate to prepare and implement a Stormwater Pollution Prevention Plan (SWPPP) and Water Quality Management Plan (WQMP), as applicable to the scope of new development.

The proposed residential and ECE facility would be subject to the same categories and level of compliance with the various requirements designed to prevent violations or impacts to surface water quality standards and waste discharge requirements pertinent to surface or ground water quality. Consistent with the GPU PEIR, the proposed project would be subject to coverage under the State's most current NPDES Construction General Permit (CGP), prompting the development and implementation of a site-specific SWPPP with a strategy of storm water BMPs involving a schedule of activities, prohibitions, practices, maintenance procedures, and other management practices to avoid, eliminate, or reduce the pollution of the receiving waters, primarily focused on preventing erosion, siltation, illicit discharge, and contamination. The SWPPP will include such measures as

erosion control, sediment control, storm drain inlet protection, proper waste management and pollution prevention, as applicable. The City's review process ensures that all responsible parties and compliance plan elements are properly demonstrated. SWPPP compliance during construction will be regulated and enforced as part of the local agency site inspection protocols.

During the life of the project (operation), the project proponent is required to implement an approved Water Quality Management Plan (WQMP) to comply with the most current standards of the *Whitewater River Region Water Quality Management Plan for Urban Runoff* and the *Whitewater River Watershed MS4 Permit*. A Preliminary WQMP has been prepared for this project in order to meet the City's engineering approval requirements. The WQMP takes into account the existing and proposed drainage conditions based on the project specific hydrology report and improvement plans (precise grading). The preliminary hydrology report and WQMP demonstrate that each retention system is adequately sized to accept the on-site tributary runoff, therefore meeting the City's local retention requirements and the regionally based MS4 requirements.

As a result, project runoff will be completely contained within the project proponent's facilities and will not result in discharge capable of resulting in downstream hydrologic modifications or a contribution of urban runoff pollutants that would affect surface water quality. As a requirement, all elements of the WQMP implementation, including maintenance, must be documented during the life of the project.

In summary, during construction and operation, project implementation will require plan-based compliance with CWA, NPDES, and local regulations to prevent impacts to locally relevant water quality standards. The proposed storm drain system and retention facilities will ensure that the stormwater capture and management strategy for project runoff will not result in waste discharge violations. Less than significant impacts are expected.

Therefore, the project would be consistent with the analysis within the GPU PEIR and it would not create new impacts, increase impacts, and there is no new information of substantial importance than identified within the GPU PEIR.

b) The City's GPU PEIR found that impacts to groundwater resources would be less than significant, citing various requirements to future development, including on-site retention that would contribute to groundwater recharge.

The project site and entire City of Indio are located within the domestic water service area of Indio Water Authority (IWA), which covers approximately 38 square miles, consisting of 20 groundwater wells, seven storage reservoirs, one large main pressure zone, and two smaller development-based zones. The Coachella Valley Groundwater Basin is the primary groundwater source for the project region's domestic water purveyors, including IWA. Based on the California Department of Water Resources (DWR), the Coachella Valley Groundwater Basin has an approximate storage capacity of 39.2 million acre-feet (AF) of water within the upper 1,000 feet and is divided into four subbasins: Indio, Mission Creek, Desert Hot Springs, and San Gorgonio. The project site is specifically underlain by the Indio Subbasin, which is also known as the Whitewater River Subbasin. DWR has estimated that the Indio Subbasin contains approximately 29.8 million AF of water in the first 1,000 feet below the ground surface, representing approximately 76 percent of the total groundwater in the Coachella Valley Groundwater Basin. IWA is among the six urban water suppliers in the Coachella Valley collaborating under the 2020 Coachella Valley Regional Urban Water Management Plan (2020 RUWMP). The 2020 RUWMP describes the region's water supplies and anticipated demands through 2045, along with each agency's programs to encourage efficient water use.

Local water purveyors collaborate with the operation and maintenance of three replenishment facilities serving the Indio Subbasin: Whitewater River Groundwater Replenishment Facility, the Thomas E. Levy Groundwater Replenishment Facility, and the Palm Desert Groundwater Replenishment Facility. Artificial replenishment, or recharge, is recognized by the water districts as one of the most effective methods available for preserving local groundwater supplies, reversing aquifer overdraft and meeting demand by domestic consumers. Local agencies

are known to have percolated over 650 billion gallons of water back into the aquifer. In the central part of the Coachella Valley, groundwater recharge is provided by the recently constructed first phase of the Palm Desert Groundwater Replenishment Facility, operated by CVWD. According to the CVWD web site, this facility is expected to add up to 25,000 acre-feet of Colorado River water annually into the aquifer. Combined with water conservation and efficiency requirements, individual development projects can contribute to groundwater sustainability by implementing the required stormwater runoff retention and infiltration facilities.

The established groundwater replenishment facilities described above for the Indio Subbasin are not located near the project. Therefore, from the aspect of land use and location, project implementation is not deemed to be in conflict with any existing or planned groundwater recharge facility or associated infrastructure.

The expected water demand from the residential uses, ECE center, and outdoor irrigation will rely on the most current efficiency standards pertaining to indoor fixtures, desert-acclimated landscaping and irrigation systems. Therefore, the scale of water demand would not incur significant impacts to the actively managed resources.

The proposed project aligns with the local and regional groundwater recharge strategies by implementing on-site retention, infiltration and low impact development improvements as part of the site design. Project's stormwater management design includes a system of on-site retention facilities designed to collect and infiltrate storm water runoff resulting from the controlling 100-year event, in accordance with the City's engineering standards.

Therefore, the project would be consistent with the analysis within the GPU PEIR and it would not create new impacts, increase impacts, and there is no new information of substantial importance than identified within the GPU PEIR.

c) i) The City's GPU PEIR found less than significant impacts pertaining to the alteration of existing drainage patterns in a manner which would result in substantial erosion and siltation, on- or off-site. Like other aspects of drainage, the GPU PEIR findings rely on the established regulations and engineering standards preventing future development from incurring such impacts.

The undeveloped infill project site is absent of any naturally occurring drainage or flood-prone patterns. Therefore, development of the site would not result in any alteration or obstruction of any river, stream, or other naturally occurring drainage pattern.

Based on the USGS Web Soil Survey, the site soils consist of Indio Very Fine Sandy Loam, corresponding to Hydrologic Soil Group B, which is characterized for having a moderate infiltration rates and moderate runoff potential. Given the absence of drainage patterns and slopes, the site soils are not deemed to be prone to existing erosion or siltation.

As a standard practice, erosion and siltation conditions will be prevented during construction and operation through the required Stormwater Pollution Prevention Plan (SWPPP), which will include best management practices for proper soil stabilization and perimeter controls to prevent erosion and siltation from being generated by site clearing, grading, and construction activities. Upon completion and as a compliance requirement, all construction related soil disturbance will be properly restored to a stabilized condition consisting of permanent project improvements (buildings, hardscape, pavement, and landscaping).

During the life of the project, the ongoing maintenance and operation of facilities will ensure that all permanently improved ground surfaces are adequately maintained. As required by the City's engineering standards and practices, all project-related runoff must be adequately handled along engineered conveyances (sheet flow, swales, gutters, or pipes) to the designated retention facilities. Such storm drain system will be a function of the site plan and final engineering plans subject to City review and approval. Less than significant impacts are anticipated regarding substantial erosion or siltation, on- or off-site.

Therefore, the project would be consistent with the analysis within the GPU PEIR and it would not create new impacts, increase impacts, and there is no new information of substantial importance than identified within the GPU PEIR.

ii) The City's GPU PEIR found less than significant impacts pertaining to drainage-related flooding, on- or off-site, based on the regulatory process and engineering standards to adequately manage stormwater conditions.

Based on Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) Panel 06065C2251H, effective March 06, 2018, the entire project is located within Zone X, which is deemed an "area of minimal flood hazard". This FEMA classification is not considered a Special Flood Hazard Area (SFHA) or a designated floodway. As a standard requirement, the proposed development includes adequate improvements and site design features to handle the relevant hydrologic conditions in a way that prevents inundation to the proposed structures and facilities. The project will introduce impervious surfaces (buildings, hardscape, asphalt, etc.) to a vacant property, but will also include the required storm drain system (catch basins, lines, outlets, and retention facilities) to intercept, convey and retain the controlling storm event stormwater volume from the site. In adhering to the City's engineering and retention requirements, the proposed development is not expected to substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site.

Therefore, the project would be consistent with the analysis within the GPU PEIR and it would not create new impacts, increase impacts, and there is no new information of substantial importance than identified within the GPU PEIR.

iii) The City's GPU PEIR found less than significant impacts pertaining to the contribution of runoff water in relation to existing or planned capacity for stormwater systems. The same less than significant impacts were found for the contribution of substantial additional sources of runoff pollution. Local retention requirements call for adequate stormwater volume retention up to the controlling 100-year, 24-hour duration storm event. Therefore, future development would not be approved and carried out without meeting the retention requirements preventing the release of stormwater volume and potential sources of runoff pollution.

The City of Indio is a Permittee of the Whitewater River Watershed Municipal Separate Storm Sewer System (MS4) permit area. Within the City limits, MS4 facilities include a system of conveyances (including roads with drainage systems, municipal streets, catch basins, curbs, gutters, ditches, man-made channels, or storm drains) designed for collecting and conveying stormwater. Storm drain facilities can be public or private. Examples of public facilities include pipes, gutters, channels, and basins occurring within the public right-of-way and/or maintained by a public agency. Private facilities are distinguished by being maintained separately by a private entity. As discussed previously, the project site is absent of any private or public storm drain infrastructure.

The traditional land development process generally results in the conversion of pervious ground surface (pre-development condition) into a setting with a higher impervious cover, occurring through the introduction of buildings, streets, and hardscape (post-development condition). This conversion generally leads to an increase in post-construction runoff volumes and rates compared to the pre-development condition.

As a standard requirement under Section 162.140 in the City's Code of Ordinances, the project is required to include retention facilities sized to contain stormwater volume resulting from the controlling 100-year, 24-hour duration storm event. The project's engineering plans and retention levels will be subject to standard City review and approval. Therefore, by complying with the local retention requirements, the project will prevent a runoff discharge condition capable of contributing to or exceeding the MS4 capacity.

The project would be consistent with the analysis within the GPU PEIR and it would not create new impacts, increase impacts, and there is no new information of substantial importance than identified within the GPU PEIR.

iv) The City's GPU PEIR found less than significant impacts pertaining to placing housing or structures in 100-year flood hazard areas such that these would impede or redirect flood flows.

As previously described, the project site and its surroundings are deemed to be areas of minimal flood hazards according to FEMA FIRM panel 06065C2251H, effective March 06, 2018. As such, the project site is not prone to flood flows or inundation that could be impeded or redirected. Stormwater runoff generated on-site will be handled through on-site retention before any runoff is conveyed to the public storm drain system.

Therefore, the project would be consistent with the analysis within the GPU PEIR and it would not create new impacts, increase impacts, and there is no new information of substantial importance than identified within the GPU PEIR.

d) The City's GPU PEIR found less than significant impacts pertaining to exposing people or structures to significant risk from flooding resulting from a levee or dam failure. The project is not located near or downstream of any levee or dam capable of incurring flooding to the project site. Moreover, the project site is not located near any coastal areas or any large body of water and therefore is not prone to tsunami hazards or seiche risks. The project site is not located in a floodplain or special flood hazard area. Therefore, no impacts are anticipated.

Therefore, the project would be consistent with the analysis within the GPU PEIR and it would not create new impacts, increase impacts, and there is no new information of substantial importance than identified within the GPU PEIR.

e) The project proponent is required to implement a project-specific Water Quality Management Plan (WQMP) to comply with the most current standards of the Whitewater River Region MS4 Permit and with the City's on-site retention standards. The final form of the WQMP will be consistent with final engineering documents to incorporate the grading, hydrology, and other improvement plans to demonstrate how the site design, source controls, and operation and maintenance program will achieve compliance. The combined retention capacity for the project will meet the stormwater volume resulting from the controlling 100-year storm event. The project's storm water retention facilities will ensure that only stormwater runoff is recharged into the ground via infiltration. Therefore, project implementation is not expected to conflict with the regional groundwater management strategies or with the Indio Subbasin Sustainable Groundwater Management Plan. Less than significant impacts are expected. The project would be consistent with the GPU PEIR because it would not create new impacts, and there is no new information of substantial importance than that covered in the GPU PEIR.

Conclusion:

With regards to the issue area of Hydrology and Water Quality, the following findings can be made:

1. No peculiar impacts to the project or its site have been identified.
2. There are no potentially significant off-site and/or cumulative impacts which were not discussed by the GPU PEIR.
3. No substantial new information has been identified which results in an impact which is more severe than anticipated by the GPU PEIR.
4. No mitigation measures are required within the GPU PEIR. The project specific impacts would be less than significant.

11. **LAND USE AND PLANNING** - Would the project:	Significant Project Impact	Impact Not Identified by GPU PEIR	Substantial New Information
a) Physically divide an established community?	☐	☐	☐
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐

Sources: Indio General Plan, 2019; Indio General Plan Environmental Impact Report, 2019.

a) The GPU PEIR concluded this impact to be less than significant. The project would develop multifamily residential units within an urban context. The project site is surrounded by single family residential to the west and southwest (separated by Hoover Avenue), multifamily apartments to the southeast (separated by Hoover Avenue), Riverside County Social Services immediately to the east, and vacant land to the north (separated by Fred Waring Drive). The existing developments currently operate independently from each other and are separated by walls, fencing, and Hoover Avenue and Fred Waring Drive. The project site existing zoning is Mixed Use Neighborhood (MUN) which provides moderate- to higher-intensity neighborhood development that features a variety of multifamily housing choices and commercial uses along major streets. The project is consistent with the MUN land use.

The project proposes to develop 203 multifamily residential units, a community clubhouse, and a childcare center on approximately 8.7 acres. The project would be constructed entirely within the project site and would be consistent in character with surrounding properties and the overall existing and planned land use pattern. Access to the project will occur along the existing rights-of-way north, west and south of the project. The project would connect to utilities that currently serve the surrounding developments. Therefore, the proposed project would not physically divide an established community. No impacts are anticipated.

As previously discussed, the GPU PEIR determined impacts related to division of an established community to be less than significant. As the project would have a less-than-significant impact for the reasons detailed above, the project would be consistent with the analysis within the GPU PEIR because it would not create a new impact, and there is no new information of substantial importance than identified within the GPU PEIR.

b) The GPU PEIR concluded that impacts would be less than significant, because the GPU would be consistent with, and supplement, adopted plans and regulations governing land use and development in the Planning Area. The project would be consistent with the Mixed Use Neighborhood land use and zoning designation identified for the site. The GPU PEIR highlights multiple planning documents related to land use, including the Southern California Association of Government's (SCAG) Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS), required by SB 375.

The City's GPU and adoption of the Climate Action Plan (CAP) assists the region in complying with SB 375 and the State's GHG emission reduction goals, including those set for the region by CARB. The CAP is intended to implement policies of the GPU and includes transportation reduction measures as mobile source measures, which are incorporated as GPU policies and cross-referenced in the CAP. In 2020, SCAG adopted their RTP/SCS referred to as Connect SoCal (2020-2045). SCAG is currently updating the plan.

The goals of Connect SoCal 2020-2045 and the project's consistency with the goals are listed in the table below.

Goal	Consistency
1. Encourage regional economic prosperity and global competitiveness.	Not applicable: The proposed multifamily residential project will not develop a use or facility that will encourage regional economic prosperity and global competitiveness. However, the project will provide residents who are likely to enter the workforce in the City and surrounding cities, resulting in economic prosperity in the area.
2. Improve mobility, accessibility, reliability, and travel safety for people and good.	Consistent: The project proposes a multifamily residential community. Fred Waring Drive is immediately north and is designated as a 6-lane major arterial, while Hoover Avenue (immediately west) is a 2-lane collector. Development of the project would be consistent with the developmental pattern in the City and transportation network. The proposed project is located near existing schools, parks, commercial uses, and bus stops.
3. Enhance the preservation, security, and resilience of the regional transportation system.	Not applicable: The project is located in an area supported by the existing rights-of-way, Fred Waring Drive (north) and Hoover Avenue (west and south). Access to the site will occur at two points on Fred Waring Drive, and four points on Hoover Avenue. The City of Indio, local Fire and Police departments will review project access to the existing rights-of-way.
4. Increase person and goods movement and travel choices within the transportation network.	Consistent: The project will introduce additional residents to the area and, as a result, to the transportation network. However, this increase of people is planned in the GPU for the Mixed Use Neighborhood designation.
5. Reduce greenhouse gas emissions and improve air quality.	Consistent: The project will comply with California Title 24 standards established to implement energy efficient buildings and reduce ghg, energy, and air quality impacts.
6. Support healthy and equitable communities.	Consistent: The project would develop 203 multifamily residential units, a community center, and a childcare center on approximately 8.7 acres in an urbanized area of Indio. The proposed project is located near existing schools, parks, commercial uses, and bus stops. The project will locate people near these uses, and also provide residents with a community center and childcare center.
7. Adapt to a changing climate and support an integrated regional development pattern and transportation network.	Consistent: The project would develop 203 multifamily residential units, a community center, and a childcare center on approximately 8.7 acres in an urbanized area of Indio. The project site is located within the City's Mixed Use Neighborhood land use and zoning designation. Fred Waring Drive is immediately north and is designated as a 6-lane major arterial, while Hoover Avenue (immediately west) is a 2-lane collector. Development of the project would be consistent with the developmental pattern in the City and transportation network.
8. Leverage new transportation technologies and data-driven solutions that result in more efficient travel.	Not Applicable: This goal focuses on the regional transportation system.
9. Encourage development of diverse housing types in areas that are supported by multiple transportation options.	Consistent: The project proposes 203 multifamily units separated into 12 buildings, a community center, and a childcare center. The multifamily units will include 48 one-bedroom units, 76 two-bedroom units, and 43 three-bedroom units. The project's northern boundary is delineated by Fred Waring Drive, and the western and southern boundaries are delineated by Hoover Avenue. Fred Waring Drive and Hoover Avenue are built-out, paved rights-of-way. The segment of Hoover Avenue adjacent to the project includes a bike lane. The segment of Fred Waring Drive north of the project is dedicated as a future Class 3 bike route. Additionally, the closest bus stop to the site is located approximately 700 feet to the east (Monroe at Fred Waring). Future project residents will be able to access the bike lanes, bike routes, and bus stops.
10. Promote conservation of natural and agricultural lands and restoration of habitat.	Not applicable. The project site is located in vacant, undeveloped land within an urban context of Indio. The site is surrounded by developed residential uses to the west and south, offices to the east, and commercial uses to the northeast. The project site is designated for Mixed Use Neighborhood land uses and is not located on land designated for the conservation of natural and agricultural lands and restoration of habitat.

Additionally, the project would be consistent with the Mixed Use Neighborhood land use designation established in the GPU. Similarly, the project would be consistent with the Mixed Use Neighborhood (MUN) zoning designation established by the City. As described in the discussion of Biological Resources, the project would be consistent with the CVMSHCP. As described in the discussion of Greenhouse Gas Emissions, the project would be consistent with the City's adopted CAP. Finally, as described throughout this environmental document, all other impacts not requiring mitigation would be less than significant or would have no impact. Therefore, the project would not conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect, and impacts would be less than significant. The project would be consistent with the GPU PEIR because it would not create new impacts, and there is no new information of substantial importance than that covered in the GPU PEIR.

Conclusion:

With regards to the issue area of Land Use and Planning, the following findings can be made:

1. No peculiar impacts to the project or its site have been identified.
2. There are no potentially significant off-site and/or cumulative impacts which were not discussed by the GPU PEIR.
3. No substantial new information has been identified which results in an impact which is more severe than anticipated by the GPU PEIR.
4. No mitigation measures are required within the GPU PEIR. The project specific impacts would be less than significant.

12. MINERAL RESOURCES -- Would the project:	Potentially Project Impact	Impact Not Identified by GPU PEIR	Substantial New Information
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐

Sources: Indio General Plan, 2019; Indio General Plan Environmental Impact Report, 2019; Surface Mining and Reclamation Act.

a) The GPU PEIR concluded that conversion of MRZ-2 lands to residential land use that inhibits their availability for mineral resource extraction would have a significant impact. In accordance with the Surface Mining and Reclamation Act (SMARA), mineral land classification maps and reports have been developed to assist in the protection and development of mineral resources. Review of Figure 4.11-1 of the GPU EIR determined that the project site is identified as MRZ-1, which are areas where available geologic information indicates that little likelihood exists for the presence of significant mineral resources. The GPU PEIR determined impacts to mineral resources to be significant and unavoidable. As the project would have no impact for the reasons detailed above, the project would be consistent with the analysis within the GPU PEIR because it would not create new impacts, increase impacts, and there is no new information of substantial importance than identified within the GPU PEIR.

b) As stated above, the GPU PEIR concluded that conversion of MRZ-2 lands to residential land use that inhibits their availability for mineral resource extraction would have a significant impact. According to the City of Indio GPU PEIR, the property is not located within a locally important mineral resource recovery site. The GPU PEIR also indicates that the vast majority of the City is designated an MRZ-1 mineral resource zone. Therefore, no impacts are anticipated. As the project would have no impact for the reasons detailed above, the project would be consistent with the analysis within the GPU PEIR because it would not create new impacts, increase impacts, and there is no new information of substantial importance than identified within the GPU PEIR.

Conclusion:

With regards to the issue area of Mineral Resources, the following findings can be made:

1. No peculiar impacts to the project or its site have been identified.
2. There are no potentially significant off-site and/or cumulative impacts which were not discussed by the GPU PEIR.
3. No substantial new information has been identified which results in an impact which is more severe than anticipated by the GPU PEIR.
4. No mitigation measures are required within the GPU PEIR. The project specific impacts would be less than significant.

13. NOISE -- Would the project result in:	Potentially Project Impact	Impact Not Identified by GPU PEIR	Substantial New Information
a) Result in exposure of persons to noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☐
b) Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☐
c) Result in a substantial temporary or periodic increase in ambient noise levels above levels existing without the project?	☐	☐	☐
d) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐
e) For a project located within the vicinity of a private airstrip would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐

Sources: Indio General Plan, 2019; Indio General Plan Environmental Impact Report, 2019; Indio Municipal Code; Federal Transit Administration; Traffic Memo, Fehr and Peers, 2024.

a/c) The GPU PEIR concluded that this impact would result in less than significant levels.

Short-Term Construction Noise

Noise generated by the project construction equipment will include a combination of trucks, power tools, concrete mixers, and portable generators. The mix and operation of construction equipment is expected to occur during site preparation, grading, utilities/building construction, paving, and architectural coating. Noise levels generated by heavy construction equipment can range from approximately 62 dBA to more than 80 dBA when measured at 50 feet. Noise levels generated during various construction phases are presented in Table XIII-1, *Typical Maximum Noise Levels for Construction Phases*. Equipment estimates used for the analysis for grading and building construction noise levels was provided by the U.S. Department of Transportation and are representative of worst-case conditions, since it is unlikely that all the equipment contained on-site would operate simultaneously. Additionally, these noise levels diminish with distance from the construction site at a rate of 6 dBA per doubling of distance.

Table XIII-2 Typical Maximum Noise Levels for Construction Phases

	Appropriate Leq dBA without Noise Attenuation			
Construction Phase	25 Feet	50 Feet	100 Feet	200 Feet
Clearing	90	84	78	72
Excavation	94	88	82	78
Foundation/Conditioning	94	88	82	78
Laying Subbase/Paving	85	79	73	67

Source: U.S. Department of Transportation, Construction Noise Handbook, Chapter 9.0, August 2006.

During construction, the project shall follow common industry standards that will help limit noise level increases. For example, all construction equipment, fixed or mobile, should be equipped with properly operating and maintained mufflers and the engines should be equipped with shrouds. Approved routes shall be used to minimize exposure of sensitive receptors to potential adverse levels from truck travel. All construction equipment shall be in proper working order and maintained to reduce backfires. Grading activities would involve the use of standard earth moving equipment, which would be stored on the site during construction to minimize disruption of the surrounding land uses. Above-grade construction activities would involve the use of standard construction equipment, such as hoist, mixer trucks, concrete pumps, and other related equipment.

Construction traffic and equipment is also anticipated to generate noise along access routes to the proposed development. The larger pieces of heavy equipment would be moved onto the development only one time for each construction activity (i.e., site prep, grading, etc.). Daily transportation of construction workers is expected to cause increases in noise levels along surrounding roadways.

As a standard requirement, the project is expected to abide by the City's Noise Ordinance regulations on construction hours, which limit activities to the less sensitive times of the day. Section 95C.08 of the City of Indio Municipal Code indicates that construction activity is limited to the following permitted hours:

Table XIII-3 Permitted Construction Hours

	Pacific Standard Time	***Pacific Daylight Time***
Monday through Friday	7:00 a.m. to 6:00 p.m.	6:00 a.m. to 6:00 p.m.
Saturday	8:00 a.m. to 6:00 p.m.	7:00 a.m. to 6:00 p.m.
Sunday and Holidays	9:00 a.m. to 5:00 p.m.	

Project construction will occur during the hours permitted by the City. Additionally, the project will utilize construction equipment compliant with industry standards. Moreover, project-related construction noise will be temporary, and cease once the project is developed. With the foregoing, less than significant impacts are anticipated during project construction.

Long-Term Operational Noise

The project is located within a developed context within the City of Indio, with commercial and industrial facilities north, west, and east of the site. The southern project boundary lies approximately 200 feet north of existing residential properties. Acceptable noise levels within industrial land uses do not exceed 70 dBA CNEL. Noise above 70 dBA is considered conditionally acceptable by the City of Indio. Single family residential areas are the most noise sensitive, with acceptable levels up to 60 dB CNEL or less. Single-family residences are conditionally acceptable in noise environments of up to 75 dB CNEL.

Existing noise contributors in the area include the commercial uses surrounding the project site, the vehicular traffic on Fred Waring Drive and Hoover Avenue, and the occasional plane taking off and landing at the Bermuda Dunes Airport. The project is located outside of the airport's 55-65 CNEL noise contour.

Finally, noise generated by vehicular traffic along Fred Waring Drive and Hoover Avenue contribute to the existing ambient noise in the area. According to Figure 4.12-1 of the GPU PEIR, existing noise contours along Fred Waring Drive range from 70 dBA in the right of way to 60 dBA within the project boundaries. Existing noise contours along Hoover Avenue range from 65 dBA within the right of way to 60 dBA within the project boundaries. Projected noise contours from these roadways are anticipated to remain at 60 – 65 dBA at buildout of the City (Figure 4.12-4, *2024 Noise Contours,* Indio GPU PEIR). These noise levels are acceptable within the existing land use category.

The project will generate noise consistent with residential land uses, and will not exceed the City's exterior noise level established in the Noise Compatibility Guidelines.

The project would contribute vehicular traffic noise throughout the day due to people accessing and leaving the site. The project is anticipated to generate 1,487 daily trips (see Traffic Memo from Fehr and Peers and the Transportation section). The 1,487 trips daily to the project site would introduce some noise within and surrounding the project site, however, the increase in noise would not be significant since vehicles traveling onsite would be required to drive at reduced speeds, which reduces noise generated from vehicles. Moreover, the project is located within the City's Mixed Use Neighborhood and will be developed in compliance with the

existing land use and zoning designation. Therefore, the project would be consistent with the analysis within the GPU PEIR because it would not create new impacts, or increase impacts analyzed in the GPU PEIR. Vehicle noise generated by the project would result in an incremental increase in non-stationary noise because the project is located in an urban context within the City, surrounded by existing residential, commercial, and office uses. Therefore, noise generated from the multifamily community would not result in significant noise. Overall, the proposed project will not result in substantial noise. Impacts will be less than significant.

As previously discussed, the GPU PEIR determined impacts to be less than significant. As the proposed project would have a less than significant impact for the reasons detailed above, the project would be consistent with the analysis within the GPU PEIR because it would not create new impacts, increase impacts, and there is no new information of substantial importance than identified within the GPU PEIR.

b) The GPU PEIR concluded that vibration impacts will be less than significant.

The project is surrounded by developed land. Residential uses are located west and south of the project (separated by Hoover Avenue), while commercial uses are located northeast and east of the project. The existing source of groundborne vibration is attributed to the circulation of vehicles and trucks along surrounding roadways (Fred Waring Drive and Hoover Avenue).

The project site has been previously disturbed and is in a relatively flat condition. Construction of the project will involve the temporary operation of vehicles and equipment that could result in localized, short-term vibration increases during the permitted hours of construction established by the City. All construction equipment staging will be located within the temporary construction limits, while vehicular and equipment access to the construction site would be restricted to only the approved entry points that minimize disturbance to local traffic. Short-term increases in vibration and sound during construction are not expected to result in significant impacts.

The closest sensitive land use is the existing residential structures approximately 60 feet west and south of the project site. Development of the proposed storage facility would include grading of the site and loaded trucks. As indicated in the table above, loaded trucks result in vibration levels of 0.076 (in/sec) PPV, at 25 feet. These vibration levels would be below the vibration damage potential threshold for older residential structures (0.3 in/sec PPV). The use of small bulldozers, large bulldozers, or vibratory rollers will not be necessary during construction of the site. Therefore, the proposed project impacts on exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels would be less than significant.

However, most construction equipment does not operate in the same location for prolonged periods of time. Therefore, even if construction equipment were to operate near a building where receptors may feel vibration, it would only be for a temporary amount of time and would not be considered excessive.

After construction, the nature of the proposed passive park would not typically involve activities expected to generate excessive vibration or groundborne noise. All activities within the project will be required to adhere to the City's Noise Ordinance. Less than significant impacts are anticipated.

Overall, the project would be consistent with the analysis within the GPU PEIR because it would not increase impacts identified within the GPU PEIR.

d/e) The GPU PEIR concluded that this impact would be less than significant. The Bermuda Dunes Airport, a private airstrip, is located approximately 2 miles northwest of the project. As a result, the project is located within Compatibility Zone C and Zone E of the Bermuda Dunes Airport influence and planning area. The project, which proposes 203 multifamily residential units, a community center, and a childcare center, is an acceptable use within Zones C and E. Additionally, the project is not located within the Airport's 55, 60, or 65 CNEL noise contour. Although flights approaching and departing the airports may fly over the project site with an

intermittent frequency, less than significant impacts are anticipated.

As previously discussed, the GPU PEIR determined impacts to be less than significant. As the proposed project would have a less than significant impact for the reasons detailed above, the project would be consistent with the analysis within the GPU PEIR because it would not create new impacts, increase impacts, and there is no new information of substantial importance than identified within the GPU PEIR.

Conclusion:

With regards to the issue area of Noise, the following findings can be made:

1. No peculiar impacts to the project or its site have been identified.
2. There are no potentially significant off-site and/or cumulative impacts which were not discussed by the GPU PEIR.
3. No substantial new information has been identified which results in an impact which is more severe than anticipated by the GPU PEIR.
4. No mitigation measures are required within the GPU PEIR. The project specific impacts would be less than significant.

14. **POPULATION AND HOUSING** – Would the project:	Significant Project Impact	Impact Not Identified by GPU PEIR	Substantial New Information
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐

Sources: Indio General Plan, 2019; Indio General Plan Environmental Impact Report, 2019; Department of Finance, E-5 Population and Housing Estimates for Cities, Counties, and the State, 2020-2023.

a) The GPU PEIR determined impacts would be less than significant. The project would be consistent with the Mixed Use Neighborhood land use designation and corresponding density allowable under the General Plan. According to the Department of Finance (DOF), the City of Indio had a population of 90,837 and 3 persons per household (pph) in 2023. According to the GPU PEIR, 2040 buildout of the City would result in a total population of 119,951 and 3.14 pph. Project implementation will include the development of the 203 multifamily residential units and associated improvements on approximately 11 acres. The development of the 203 multifamily residential units could increase the population of the City by 609 people (utilizing the 3 pph in Indio). This increase results in a City population of 91,446 people, assuming that future project residents are not existing residents of the City. The population increase of 609 is under the City's anticipated buildout population of 119,951 people. Additionally, this assumes that the future residents of the project would not be current residents of Indio.

Additionally, it is anticipated that development of the project would require employees at the site, associated with the childcare center. However, the employees would primarily come from the existing local labor workforce and are not likely to relocate to the area. Therefore, the project would not induce substantial unplanned population growth in the area.

Therefore, the project would not induce substantial unplanned population growth in the area as development of the site was accounted for within the GPU. Vehicular access would be provided by existing roads, and the project would connect to existing underground utilities adjacent to the project site. Consequently, the project would not require extension of roads or other infrastructure that could induce population growth. Therefore, the project would not induce unplanned population growth either directly or indirectly. No impact would occur.

As previously discussed, the GPU PEIR determined impacts from population growth to be less than significant. As the proposed project would have a less than significant impact for the reasons detailed above, the project would be consistent with the analysis within the GPU PEIR because it would not create new impacts, increased impacts, and there is not new information of substantial importance than identified within the GPU PEIR.

b) The GPU PEIR concluded this impact to be less than significant. The project site is vacant and would not require the demolition of any residential structures or displace substantial numbers of people. As such replacement housing would not be required.

As previously discussed, the GPU PEIR determined impacts from displacement of housing to be less than significant. As the proposed project would have a less than significant impact for the reasons detailed above, the project would be consistent with the analysis within the GPU PEIR because it would not create new impacts, increase impacts, and there is no new information of substantial importance than identified within the GPU PEIR.

Conclusion:

With regards to the issue area of Population and Housing, the following findings can be made:

1. No peculiar impacts to the project or its site have been identified.
2. There are no potentially significant off-site and/or cumulative impacts which were not discussed by the GPU PEIR.
3. No substantial new information has been identified which results in an impact which is more severe than anticipated by the GPU PEIR.
4. No mitigation measures are required within the GPU PEIR. The project specific impacts would be less than significant.

15. **PUBLIC SERVICES** –	Significant Project Impact	Impact Not Identified by GPU PEIR	Substantial New Information
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:			
Fire protection?	☐	☐	☐
Police protection?	☐	☐	☐
Schools?	☐	☐	☐
Parks?	☐	☐	☐
Other public facilities?	☐	☐	☐

Sources: Indio General Plan, 2019; Indio General Plan Environmental Impact Report, 2019; Indio Fire Department website; Indio Police Department Website; Desert Sands Unified School District Fee Justification, 2022.

a) The GPU PEIR concluded this impact to be less than significant. Fire and emergency protection would be provided by the City's Fire Department. City of Indio contracts with Riverside County Fire Department/Cal Fire (RCFD) for a full range of fire and emergency services 24 hours a day, 7-days a week. According to the City of Indio Fire Department's website, the City has 4 fire stations and a total of 56 full-time personnel. Fire Station No. 88, located at 46621 Madison Street, approximately 2.5 driving miles southwest of the project and Fire Station 86, located at 46990 Jackson St, approximately 2.5 driving miles southeast of the project, are the closest stations to the project. Fire Station 80, located at 81025 Avenue 40 is located approximately 3.3 driving miles north of the project. Fire Station 87 is located at 42900 Golf Center Parkway, approximately 3.6 miles northeast of the project.

The project would be consistent with the existing land use designation for the site, and therefore would accommodate anticipated population growth and would be consistent with planning projections for future fire protection facilities within the city. Furthermore, the project would be required to pay development impact fees (DIFs) that would contribute the project's fair share towards the funding of future fire protection facilities. Therefore, the project would not result in the need for new or altered fire protection facilities, and impacts would be less than significant. The project would be consistent with the analysis within the GPU PEIR because it would not create new impacts, increase impacts, and there is not new information of substantial importance than identified within the GPU PEIR

b) The GPU PEIR concluded that this impact to be less than significant. Police services are provided by the Indio Police Department. According to the Police Department's web site, the Indio Police Department employs approximately 62 sworn officers and 37 non-sown staff, totaling 99 authorized positions. Additionally, the Department is supported by the Citizens Helping Indio Police (CHIP) volunteer program who logged over 8,384 hours of service to the community. The City of Indio Police Department is located at 46-800 South Jackson Street in Indio, approximately 2.3 driving miles southeast from the subject property.

The project would be consistent with the existing land use designation for the site, and therefore would accommodate anticipated population growth and would be consistent with planning projections for future fire protection facilities within the city. Furthermore, the project would be required to pay DIFs that would contribute the project's fair share towards the funding of future fire protection facilities. Therefore, the project would not result in the need for new or altered police protection facilities, and impacts would be less than

significant. Additionally, the project would be consistent with the analysis within the GPU PEIR because it would not create new impacts, increase impacts, and there is not new information of substantial importance than identified within the GPU PEIR.

c) The GPU PEIR concluded this impact to be less than significant. The proposed project lies within the Coachella Valley Unified School District. The nearest school is Carrillo Ranch Elementary School and is approximately 1.3 miles northwest of the project site. The project proposes to develop 167 apartment unit residential development which could generate school age kids. However, the project would pay DIFs that would contribute the project's fair share towards the funding of future schools. Furthermore, the project would be consistent with the existing land use designation for the site, and therefore would accommodate anticipated population growth and would be consistent with planning projections for future schools within the city. Therefore, the project would not result in substantial adverse physical impacts associated with the provision of new or physically altered school facilities, and impacts would be less than significant.

Additionally, the project would be consistent with the analysis within the GPU PEIR because it would not create new impacts, increase impacts, and there is not new information of substantial importance than identified within the GPU PEIR.

d) The GPU PEIR concluded this impact to be less than significant. The project would result in an increase in residents that would generate additional demand for public facilities such as libraries or hospitals. However, the project would be required to pay DIFs to contribute to the project's fair share funding of future facilities. The project would be consistent with the existing land use designation for the site, and therefore would accommodate anticipated population growth and would be consistent with planning projections for future facilities within the City. Therefore, the project would not result in substantial adverse physical impacts associated with the provision of new or physically altered public facilities, and impacts would be less than significant.

Therefore, the project would be consistent with the analysis within the GPU PEIR because it would not create new impacts, increase impacts, and there is not new information of substantial importance than identified within the GPU PEIR.

e) The GPU PEIR concluded this impact to be less than significant. The City of Indio provides a wide range of parks and recreation facilities with various amenities. The project would be required to comply with the City's DIF which include Park and Recreation fees. Additionally, the project would be consistent with the existing land use designation for the site, and therefore would accommodate anticipated population growth and would be consistent with planning projections for future facilities within the City. Further reducing impacts on City public facilities, the project would include on-site amenities including a community center and an early childcare education center.

Less than significant impacts to park and other public facilities are expected. Therefore, the project would be consistent with the analysis within the GPU PEIR because it would not create new impacts, increase impacts, and there is not new information of substantial importance than identified within the GPU PEIR.

Conclusion:

With regards to the issue area of Public Services, the following findings can be made:

1. No peculiar impacts to the project or its site have been identified.
2. There are no potentially significant off-site and/or cumulative impacts which were not discussed by the GPU PEIR.

3. No substantial new information has been identified which results in an impact which is more severe than anticipated by the GPU PEIR.
4. No mitigation measures are required within the GPU PEIR. The project specific impacts would be less than significant.

16. **RECREATION** –	Significant Project Impact	Impact Not Identified by GPU PEIR	Substantial New Information
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	☐	☐	☐

Sources: Indio General Plan, 2019; Indio General Plan Environmental Impact Report, 2019.

a) The GPU PEIR determined this impact to be less than significant. The City owns and operates approximately 109 acres of public parks and a public golf course. Recreational facilities include greenways and trails, which provide walking, biking, hiking, equestrian, greenway, long distance, off road, rail, canal, and water paths. The City parks are open to the public, therefore, the residents of the proposed project would be able to enjoy the recreational amenities. The project includes 203 residential units, a community center, and a child care center. The project can be anticipated to increase the use of existing neighborhood and regional parks, however, the project will comply with the City's parkland in lieu fee (Quimby) and other development impact fees (DIF). The project will not substantially increase use of existing parks to the point of accelerated deterioration, and less than significant impacts are expected.

Therefore, the project would be consistent with the analysis within the GPU PEIR because it would not create new impacts, increase impacts, and there is not new information of substantial importance than identified within the GPU PEIR.

b) The GPU PEIR determined this impact to be less than significant. The construction and operation of the project, located within an area zoned Mixed Use Neighborhood (MUN), includes a community center which can serve as a recreational facility. No construction or expansion of other recreational facilities off the project site is required for project implementation and no impacts are anticipated.

Therefore, the project would be consistent with the analysis within the GPU PEIR because it would not create new impacts, increase impacts, and there is not new information of substantial importance than identified within the GPU PEIR.

Conclusion:

With regards to the issue area of Recreation, the following findings can be made:

1. No peculiar impacts to the project or its site have been identified.
2. There are no potentially significant off-site and/or cumulative impacts which were not discussed by the GPU PEIR.
3. No substantial new information has been identified which results in an impact which is more severe than anticipated by the GPU PEIR.
4. No mitigation measures are required within the GPU PEIR. The project specific impacts would be less than significant.

17. **TRANSPORTATION** – Would the project:	Significant Project Impact	Impact Not Identified by GPU PEIR	Substantial New Information
a) Conflict with an applicable congestion management program, including, but not limited to LOS standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	☐	☐	☐
b) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit? Would the GPU conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	☐	☐	☐
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐
e) Result in inadequate emergency access?	☐	☐	☐
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	☐	☐	☐

Sources: Indio General Plan, 2019; Indio General Plan Environmental Impact Report, 2019. Sonora Homes Affordable Housing Development Transportation Study, March 2024.

a) The GPU PEIR concluded that development facilitated by the 2040 GPU would substantially degrade traffic flow along four roadway segments (all located outside of the City of Indio's jurisdiction), at five intersections (all but one intersection located outside the City's jurisdiction), and along four freeway segments. New project trips would be distributed onto City roads. The proposed project is located on approximately 8.70 acres at the southeast corner of Fred Waring Drive and Hoover Avenue in Indio. The project's northern boundary is delineated by Fred Waring Drive and the western and southern boundaries are delineated by Hoover Avenue (which curves around the site's southwest corner). Both project adjacent roadways connect to Monroe Street approximately 750 feet to the east. Monroe street extends north and provides access to Interstate 10 and the region.

The project's land use designation under the GPU is Mixed Use Neighborhood which has a maximum allowable residential density of 20 du/acre. The project site is surrounded by single family residential homes to the west and south (west of Hoover Avenue), multifamily residential homes to the southeast, the Workforce Development Center to the east, and an undeveloped lot to the north.

Project Summary

The project proposes to develop 203 total units in 12 buildings. In addition to the 203 residential units, the project also proposes a community center and childcare center. The project will be developed in three phases. Phase 1 will develop 86 units and the community center on 5.1 acres of the site; Phase 2 will develop 81 units on 2.5 acres in the northeast corner; and Phase 3 will develop the childcare center on 0.9 acres in the southeast corner. The projects density would be 19 du/acre which is consistent with the allowable maximum density of 20 du/acre. Two points of access are proposed on Fred Waring Drive and three points of access are proposed on Hoover Avenue.

The Sonora Homes Affordable Housing Development Transportation Study (TS) (Appendix 3) was prepared to provide an overview of Project characteristics, such as trip generation, distribution and assignment that explains how Project traffic will interact with the surrounding transportation network. Additionally, the TS includes a Vehicle Miles Traveled (VMT) screening assessment. The methodologies and procedures used in the TS are consistent with the County of Riverside Transportation Analysis Guidelines for Level of Service and Vehicle Miles Traveled (2020).

Future Traffic Conditions

The Institute of Transportation Engineers (ITE) *Trip Generation Manual* (11th Edition, 2021) trip generation rates were utilized to determine trip generation for the proposed project. Based on the proposed project description the following ITE land use Codes were utilized: 233 – Affordable Housing; and 565 – Day Care Center. Given the mixed-use nature of the Project, the analysis evaluates the combined effects of the Project's mix of uses, regional location, demographics and development scale that contribute to a reduction in off-site average weekday vehicle "trips" known as internalization which accounts for trips beginning and ending on the project site. A conservative internalization estimate was utilized. The analysis calculates that, upon buildout, the project will generate approximately 1,437 new daily vehicle trips or average daily trips (ADT), with 224 ADT expected to be generated in the morning peak hour and 216 ADT in the evening peak hour.

Table XVII-1 Project Trip Generation Summary[2]

Trip Generation Rates						
Land Use (ITE Code)	**Unit[2]**	**AM Peak Hour**		**PM Peak Hour**		**Daily Trip Rate**
		In:Out Split	**Trip Rate**	**In:Out Split**	**Trip Rate**	
Affordable Housing (233)	DU	29%:71%	0.50	59%:41%	0.46	4.81
Day Care Center (565)	KSF	53%:47%	11.00	47%:53%	11.12	47.62

Trips Generation Results								
Land Use (ITE Code)	**Quantity**	**AM Peak Hour**			**PM Peak Hour**			**Daily**
		In	**Out**	**Total**	**In**	**Out**	**Total**	
Affordable Housing (233)	203	30	72	102	55	38	93	976
Day Care Center (565)	11.791	69	61	130	62	69	131	561
Total Trips		99	133	232	117	107	224	1,537
Internalization[3]		-4	-4	-8	-4	-4	-8	-50
Total		**95**	**129**	**224**	**113**	**103**	**216**	**1,487**

1. Source ITE = Institute of Transportation Engineers, Trip Generation Manual, 11th, 2021
2. KSF. = Thousand Square Feet; DU = Dwelling Units
3. Daily = 3.3%; AM = 3.4%; PM = 3.6%

Early Childhood Education Center Trip Distribution was estimated to have 25% of traffic traveling on Fred Waring Drive, 20% of traffic traveling on Monroe Street, 5% of traffic traveling on Indio Boulevard west of Monroe Street, 10% of traffic traveling on Indio Boulevard east of Monroe Street, 20% of traffic traveling west on I-10 west of Monroe Street and 20% of traffic traveling on I-10 east of Monroe Street.

Affordable Housing Trip Distribution was estimated to have 10% of traffic traveling on Fred Waring Drive, 25% of traffic traveling on Monroe Street, 5% of traffic traveling on Indio Boulevard west of Monroe Street, 15% of traffic traveling on Indio Boulevard east of Monroe Street, 30% of traffic traveling west on I-10 west of Monroe Street and 15% of traffic traveling on I-10 east of Monroe Street.

The project would be consistent with the GPU land use designation of Mixed-Use Neighborhood and the corresponding density allowable under the GPU, therefore the project would not induce substantial unplanned

population growth in the area as development of the site was accounted for within the GPU. Additionally, the project would not generate additional vehicle trips that were not accounted for in the GPU PEIR. The project will be required to pay Development Impact Fees (DIF) fees. Therefore, the project would be consistent with the analysis in the GPU PEIR because it would not create new impacts, increase impacts and there is no new information of substantial importance than that identified within the GPU PEIR.

Congestion Management Plan

The Riverside County Transportation Commission (RCTC) County Congestion Management Program (CMP) requires a LOS E or better for regional roadways. The generation, distribution, and management of project traffic is not expected to conflict with the CMP; no CMP roadways occur in the vicinity of the project. The project and background traffic will not exceed City level of service standards or travel demand measures, or other standards established by the City or Riverside County Transportation Commission (RCTC) for designated roads or highways.

The Transportation Uniform Mitigation Fees (TUMF) program identifies network backbone and local roadways that are needed to accommodate growth.

Prior to the original project construction, the project proponent of the existing project would have been required to contribute development impact fees (e.g., traffic signal mitigation fees) and would have participated in the Traffic Uniform Mitigation Fee (TUMF) program. The project is proposing demolition, construction, and changes to operations on a portion of the original property and will be required to pay these fees. Following payment of TUMF less than significant impacts are anticipated.

The project is consistent with the GPU designation and will not introduce impacts beyond those considered in the GPU. Therefore, the project would not conflict with an applicable congestion management program and would be consistent with the analysis in the GPU PEIR because it would not generate additional vehicle trips that were not accounted for in the GPU PEIR. The project will be required to pay DIF and TUMF fees. Therefore, the project would be consistent with the analysis in the GPU PEIR because it would not create new impacts, increase impacts and there is no new information of substantial importance than that identified within the GPU PEIR.

Vehicle Miles Travelled (VMT)

As described throughout the PEIR, and in accordance with State legislation, the GPU and Climate Action Plan (CAP) include policies and measures aimed at improving sustainability, including minimizing VMT and reducing GHG emissions. The proposed multimodal circulation network within the City would reduce dependence on fossil fuel energy sources by reducing VMT per capita in the City and promote development of Complete Streets. Specifically, the GPU provides a mix of land uses and supports a compact, transit-oriented development pattern consistent with state and regional planning goals.

Methodology

Due to the implementation of California Senate Bill (SB) 743, VMT is utilized as the metric to determine transportation- related impacts. The City of Indio utilizes the December 2020 County of Riverside Transportation Guidelines for VMT assessments. The following screening criteria is utilized by the County of Riverside to potentially screen projects from VMT assessment under the presumption they will result in a less than significant transportation impact:

- **Small Projects:** This applies to projects with low trip generation per existing CEQA exemptions or based on the County Greenhouse Gas Emission Screening Tables result in a 3,000 metric tons of Carbon Dioxide Equivalent per year screening level threshold.
- **Local Serving Retail:** The introduction of new Local-serving retail has been determined to reduce VMT by shortening trips that will occur.

- **Affordable Housing:** Lower income residents make fewer trips on average, resulting in lower VMT overall. A project can be presumed to satisfy this screening criteria if it meets the following:
    - A high percentage of affordable housing is provided as determined by the Riverside County Planning and Transportation Departments.
- **Local Essential Service:** As with Local-Serving Retail, the introduction of new Local Essential Services shortens non-discretionary trips by putting those goods and services closer to residents, resulting in an overall reduction in VMT, a project can be presumed to satisfy this screening criteria if it meets the following:
    - Project is local serving as determined by the Transportation Department; and
    - Local-serving and Day Care Center; or
    - Police or Fire facility; or
    - Medical/Dental office building under 50,000 SF; or
    - Government offices (in-person services such as post office, library, and utilities): or
    - Local or Community Parks.

Project Screening

The project would qualify for screening under the Affordable Housing screening criteria, and under the Local Essential Service screening criteria for the local serving Day Care Center. Since each of the Project land uses satisfies at least one of the screening criteria, the Project is presumed to screen from further VMT assessment and therefore would have a less than significant impact.

The GPU PEIR concluded that impacts to Plans, policies and programs for the purpose of establishing measures of effectiveness for the performance of the circulation system would be less than significant. Compliance with the GPU goals and policies would promote sustainable practices to minimize impacts associated with non-renewable resources and engage in sustainable development and conservation efforts to lower greenhouse gases emissions and energy use. The project is consistent with the GPU designation and will not introduce impacts beyond those considered in the GPU. Therefore, the project would be consistent with the analysis within the GPU PEIR because it would not create new impacts, increase impacts, and there is not new information of substantial importance than identified within the GPU PEIR.

b) The GPU PEIR concluded that impacts to Plans, policies and programs for the purpose of establishing measures of effectiveness for the performance of the circulation system would be less than significant. These plans included the 2008 Complete Streets Act, Southern California Association of Governments (SCAG) 2016-2040 Regional Transportation Plan (RTP)/SCS, RCTC CMP, CVAG's CV Link Conceptual Master Plan and Sunline Transit Agency's Short Range Transit Plan (SRTP). The project is consistent with the GPU designation and will not introduce impacts beyond those considered in the GPU. Therefore, the project would induce substantial growth in the area and not conflict with an applicable congestion management program. The project is consistent with the analysis in the GPU PEIR because it would not generate additional vehicle trips that were not accounted for in the GPU PEIR. The project will be required to pay DIF and TUMF fees. Therefore, the project would be consistent with the analysis in the GPU PEIR because it would not create new impacts, increase impacts and there is no new information of substantial importance than that identified within the GPU PEIR.

c) The GPU PEIR concluded this impact to be less than significant. The airport is privately owned by the Bermuda Dunes Airport Corporation. The project is located approximately 2.0 miles southeast of the Bermuda Dunes Airport and is within the Bermuda Dunes Airport Compatibility Zone. The Riverside County Airport Land Use Compatibility Plan establishes land use compatibility policies for areas in the vicinity of airports throughout Riverside County, including the Bermuda Dunes Airport.

The project is located within the Compatibility Zones C and E of the Bermuda Dunes Airport influence and planning area. Specifically, the northeast portion of the project is located in Zone C, while the southwest portion

of the site is located within Zone E. The project proposes a multifamily community which is an acceptable use within Zones C and E. The project shall be reviewed by the Airport Land Use Commission (ALUC). Although flights approaching and departing the airports may fly over the project site with an intermittent frequency, less than significant impacts are anticipated.

Therefore, the project would not result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks, and impacts would be less than significant. Therefore, the project would be consistent with the analysis within the GPU PEIR because it would not create new impacts, increase impacts, and there is not new information of substantial importance than identified within the GPU PEIR.

d) The GPU PEIR concluded that the impacts relative to hazardous design elements would be less than significant. The project would construct driveway connections to Fred Waring Drive and Hoover Street. These driveway connections would be designed and constructed consistent with all applicable City roadway requirements. The project would not make any other changes to the existing circulation network. The project will provide an internal circulation system without sharp curves or dangerous intersections that is subject to review and approval by the City Traffic Engineer during standard City review processes. Therefore, the project would not substantially increase hazards to a design feature (e.g, sharp curves or dangerous intersections) or incompatible uses, and impacts would be less than significant. Therefore, the project would be consistent with the analysis within the GPU PEIR because it would not create new impacts, increase impacts, and there is no new information of substantial importance than identified within the GPU PEIR.

e) The GPU PEIR concluded that the impacts relative to emergency access would be less than significant. Prior to construction, both the Fire Department and Police Department will review the project site plan to ensure safety measures are addressed, including emergency access. The project shall demonstrate prior to issuance of building permits that it would not preclude or interfere with emergency access or fail to comply to fire department standards. Specific policies in the GPU, such as policies SE-2.2 and SE-2.3 would ensure that the City's emergency response plan and City Ordinances are updated regularly to reflect current evacuation and emergency procedures.

Project access will be provided at the multiple driveways on Fred Waring Drive and Hoover Street. Project driveways will be constructed consistent with all applicable City safety requirements related to emergency access. Regional emergency access to the project site will continue to be provided via Fred Waring Drive, Hoover Street, Monroe Street and I-10.

Therefore, the project would not result in inadequate emergency access to or from the project site, and impacts would be less than significant. Therefore, the project would be consistent with the analysis within the GPU PEIR because it would not create new impacts, increase impacts and there is no new information of substantial importance than that identified within the GPU PEIR.

f) The GPU concluded this impact would be less than significant. SunLine Transit Agency buses are wheelchair accessible and include bicycle racks accommodating two or three bicycles. Bus Route 6 provides access to Fred Waring Boulevard and Monroe Street. This is the nearest bus route to the project. The nearest bus stop is located approximately 800 feet miles in driving/biking distance to the east north of the intersection of Monroe Street and Hoover Avenue. The use of local bus services by project users is not expected to conflict with or substantially increase the demand for this transit service. Project implementation is not anticipated to interfere with the existing service or performance at bus stop facilities. The proposed project would not impact pedestrian or bicycle mobility.

The project would construct sidewalks that would improve pedestrian connectivity. The project will not impact existing bus stops or routes. Therefore, the project would not conflict with adopted policies, plans, or programs

regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities, and impacts would be less than significant. Therefore, the project would be consistent with the analysis within the GPU PEIR because it would not create new impacts, increase impacts, and there is no new information of substantial importance than identified within the GPU PEIR.

Conclusion:

With regards to the issue area of Transportation, the following findings can be made:

1. No peculiar impacts to the project or its site have been identified.
2. There are no potentially significant off-site and/or cumulative impacts which were not discussed by the GPU PEIR.
3. No substantial new information has been identified which results in an impact which is more severe than anticipated by the GPU PEIR.
4. No mitigation measures are required within the GPU PEIR. The project specific impacts would be less than significant.

18. **UTILITIES AND SERVICE SYSTEMS** – Would the project:	Significant Project Impact	Impact Not Identified by GPU PEIR	Substantial New Information
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? Result in a determination by the wastewater treatment provider which serves of may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☐
b) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new expanded entitlements needed? Require or result in the construction or new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐
c) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs? Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☐

Sources: Indio General Plan, 2019; Indio General Plan Environmental Impact Report, 2019; 2020 Regional Urban Water Management Plan, Indio Water Authority.

a) The GPU PEIR determined that this impact would be less than significant. The City receives most of its water from Indio Water Authority (IWA) and CVWD provides water service primarily in the northwestern portion of the city and SOI. Throughout the Valley, the direct water source for potable water consumption is groundwater. The most prominent groundwater basin in Coachella Valley is the un-adjudicated Whitewater River Basin. The project area will be served by IWA for potable water and Valley Sanitary District (VSD) for wastewater. Existing water and wastewater lines are located adjacent to the site on Hoover Ave and Fred Waring Drive.

The site is in an existing urban setting and the proposed project is considered an infill development to the current vacant land. The project's improvement includes public water and sewer lines to connect the site to water and wastewater services. There are no additional offsite improvements, and the project does not require new water or wastewater facilities to be constructed as a result of project development. The project complies with the current General Plan and Zoning designation and is accounted for as part of the GPU PEIR planned growth for water and wastewater.

The GPU EIR states that IWA has adequate water supplies to meet demands during normal, single-dry, and multiple-dry years throughout the 20-year planning period based on growth projections under the current adopted general plan. VSDs existing wastewater collection system continually requires upgrades and improvements, as the infrastructure ages and regulations evolve. Per the GPU PEIR maximum GPU growth would demand approximately 8.7 mgd, and the water reclamation facility (WRF) would provide capacity for up to 10 mgd by 2027 and 13.3 mgd by 2045, the WRF would serve the growth forecasted by the GPU with adequate wastewater services. The proposed project would not exceed the RWQCP wastewater requirements and no new wastewater facilities need to be developed to support the project.

The GPU PEIR finds impacts to water and wastewater to be less than significant, and the project would have less than significant impacts and is consistent with the analysis of the GPU PEIR. The project does not create new impacts, or increase impacts and no new information is of substantial importance.

b) The GPU PEIR determined that this impact would be less than significant. The project's proposed stormwater facilities are within the project's current footprint. This analysis covers the impact of the construction of the proposed stormwater facilities. The GPU PEIR found storm water facilities to be less than significant. Projects are required to comply with the requirements of the RWQCB, City Municipal Code and CEQA, thereby effectively controlling storm water runoff. The project does not require any off-site storm water facilities or expansion of existing facilities and impacts would be less than significant.

As previously discussed above, groundwater is the primary source of domestic water supply in the Coachella Valley. IWA is the potable water supplier in the City of Indio. IWA extracts groundwater to meet the needs of its existing customers. The groundwater is drawn from the Indio Subbasin and is delivered to the service area via a pressurized distribution system of 326 miles of pipe supplied by 20 active wells. IWA achieved its 2020 water use target but continues to implement demand management measures to reduce per capita water use.

The proposed project would connect into the existing infrastructure adjacent to the site through on-site improvements and will comply with the existing water management program in place. The GPU PEIR finds impacts to water to be less than significant and notes the City's Municipal Code has several ordinances in place to ensure water supply and efficiency measures are in place. The PEIR also notes that adherence to Polices CE-2.1 and CE-2.2 of the GPU PEIR ensures secure water supplies to meet the demand growth. The project will comply with these policies and impacts will be less than significant. The project will now have new impacts or increase impacts or have new information of substantial importance not previously identified in the GPU PEIR.

c) The GPU PEIR determined that this impact would be less than significant. The City of Indio has a franchise agreement with Burrtec Waste and Recycling Services to serve the solid waste disposal needs of the city, including this project site. Solid waste and recycling collected from the proposed project will be hauled to the Indio/Coachella Valley Waste Transfer Station. Waste from this transfer station is then sent to a permitted landfill or recycling facility outside of the Coachella Valley. These include Badlands Disposal Site, El Sobrante Sanitary Landfill and Lamb Canyon Disposal Site. The GPU PEIR finds impacts to solid waste to be less than significant. The GPU PEIR accounts for a projected growth rate which includes the project site. Regional landfills would remain open to and past the GPU horizon year of 2040 and have the capacity to meet the future needs of the city. Additionally, the project would comply with the mandatory commercial and multi-family recycling requirements of Assembly Bill 341 and all applicable solid waste statutes, policies and guidelines. The project is consistent with the analysis of the GPU PEIR and does not create new impacts, increase impacts, and there is no new information of substantial importance.

Conclusion:

With regards to the issue area of Utilities and Service Systems, the following findings can be made:

1. No peculiar impacts to the project or its site have been identified.
2. There are no potentially significant off-site and/or cumulative impacts which were not discussed by the GPU PEIR.
3. No substantial new information has been identified which results in an impact which is more severe than anticipated by the GPU PEIR.
4. No mitigation measures are required within the GPU PEIR. The project specific impacts would be less than significant.

19. **WILDFIRE –** If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Project:	Significant Project Impact	Impact Not Identified by GPU PEIR	Substantial New Information
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☐
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water resources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff post-fire slope instability, or drainage changes?	☐	☐	☐

Sources: Indio General Plan, 2019; Indio General Plan Environmental Impact Report, 2019; CALFIRE Fire Hazard Severity Zone Maps.

The GPU PEIR did not specifically address Wildfires. Wildfire was analyzed within the GPU PEIR within Section 4.8 Hazards and Hazardous Materials. The guidelines for determining significance stated that the proposed GPU would have a significant impact if it would expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands. In 2019, the issue of Wildfire was separated into its own section within Appendix G of the CEQA Guidelines to incorporate the four threshold questions above. The GPU PEIR addressed wildfire in their analysis, however, it was not called out as a separate environmental topic. The Planning Area is not prone to any major wild land fires due to its desert environment, which does not support large amounts of brush. According to the Riverside County Multi-Jurisdictional Hazard Mitigation Plan, the City of Indio is not affected by wildfires and risk is generally considered "moderate" throughout the City. Based on the City's Local Hazard Mitigation Plan, wildfire probability is low, with moderate severity. Within the GPU PEIR, the issue of Wildland Fires is determined to be less than significant. This section was not included in the original PEIR and is provided for informational purposes.

a-d) The project site currently resides in an urban and developed area within the City of Indio. The project site has been graded and cleared of vegetation and is currently partially developed and partially vacant. Industrial properties are located west and east of the project site, and vacant land is located south of the project. According to CAL FIRE's Fire Hazard Severity Zones (FHSZ) in State Responsibility Areas (SRA) Map, the project site is not located in an SRA or located in an area classified as very high fire hazard severity zone. Per CAL FIRE's map, the project property is located in a (incorporated) Local Responsibility Area (LRA). The project is not located in or near state responsibility areas or lands classified as very high, high or moderate fire hazard severity zones, therefore, no impacts are anticipated.

Wildfire risk is related to a number of parameters, including fuel loading (vegetation), fire weather (winds, temperatures, humidity levels and fuel moisture contents), and topography (degree of slope). Steep slopes contribute to fire hazards by intensifying the effects of wind and making fire suppression difficult. Fuels such as grass are highly flammable because they have a high surface area to mass ratio and require less heat to reach the ignition point. According to the Riverside County General Plan, wildfire susceptibility is moderate to low in the valley and desert regions on the western and eastern sides of the Salton Sea. Methods in which developments address wildland fires hazards includes establishing setbacks that buffer development from hazard areas, maintaining brush clearance to reduce potential fuel, use of low fuel landscaping, and use of fire-resistant building techniques.

As previously stated, the project property is located in a developed area of the City. Thick vegetation, which acts as wildfire fuel, does not occur in areas adjacent to the project. Additionally, the project is not located

adjacent to steep slopes. The project site will be developed to the most current California building standards and fire code. Therefore, a wildfire is not expected to occur in the City and at the project site. As a result, the project site is not expected to expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire.

The project will connect to existing water and sewer infrastructure. The proposed infrastructure would allow for a decrease of fire risk during operation of the project. The development of this infrastructure will not exacerbate fire risk or result in short- or long-term impacts to the environment. The project site will be connecting to an existing network of streets. The project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. The project is not expected to require the installation or maintenance of associated infrastructure that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment.

Landslides include rockfalls, deep slope failure, and shallow slope failure. Factors such as the geological conditions, drainage, slope, vegetation, and others affect the potential for landslides. One of the most common causes of landslides is construction activity that is associated with road building. The site is located on flat ground, therefore, risks associated with slope instability are not significant. As a result, the project is not expected to expose people or structures to significant risks including downslope or downstream flooding or landslides, due to runoff, post-fire slope instability, or drainage changes. No impact is expected to result from the project. Overall, less than significant impacts are anticipated. . Therefore, the project would be consistent with the analysis within the GPU PEIR because it would not create new impacts, increase impacts, and there is not new information of substantial importance than identified within the GPU PEIR.

Conclusion:

With regards to the issue area of Wildfire, the following findings can be made:

1. No peculiar impacts to the project or its site have been identified.
2. There are no potentially significant off-site and/or cumulative impacts which were not discussed by the GPU PEIR.
3. No substantial new information has been identified which results in an impact which is more severe than anticipated by the GPU PEIR.
4. No mitigation measures are required within the GPU PEIR. The project specific impacts would be less than significant.