

# **Indian Canyon Drive Sewer Main Extension Project**

CITY OF PALM SPRINGS  
RIVERSIDE COUNTY, CALIFORNIA

## **Draft Initial Study with Mitigated Negative Declaration**



**Prepared by the  
City of Palm Springs**



***September 2020***

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## General Information about This Document

### ***WHAT'S IN THIS DOCUMENT:***

This document contains a Draft Initial Study with proposed Mitigated Negative Declaration (the "Draft IS/MND") prepared in accordance with the California Environmental Quality Act (CEQA) that describes the project and why it is being proposed, the existing environment that could be affected by the project, potential environmental impacts from the project and the alternatives studied, and the proposed avoidance, minimization, and/or mitigation measures.

### ***WHAT YOU SHOULD DO:***

Please read this Draft IS/MND. This document as well as the technical studies are available for review by accessing the following webpage:

[https://www.dropbox.com/sh/2iukomwwee3x3l8/AABpQJ6ORnfeDvU\\_sNTjFr3sa?dl=0](https://www.dropbox.com/sh/2iukomwwee3x3l8/AABpQJ6ORnfeDvU_sNTjFr3sa?dl=0)

In accordance with CEQA, the City is circulating this Draft IS/MND for a period of thirty (30) days. The public comment period begins **September 17, 2020** and ends **October 17, 2020**.

We welcome your comments. If you have any comments regarding the proposed project, please send your written comments no later than **October 17, 2020**. Comments may be submitted by e-mail to [Joel.Montalvo@palmspringsca.gov](mailto:Joel.Montalvo@palmspringsca.gov) or by mail to the following address:

Joel Montalvo  
City Engineer  
City of Palm Springs  
3200 E. Tahquitz Canyon Way  
Palm Springs, CA 92262

A Public Meeting is not scheduled during the public comment period, however, if you would like your comments addressed at a Public Meeting, please submit your request for a Public Meeting by the end of the public comment period on **October 17, 2020**.

### ***WHAT HAPPENS NEXT?***

After the close of the public comment period the City will review public comments received and may: (1) issue Responses to Comments that will be incorporated into a Final Initial Study with Mitigated Negative Declaration (the “Final IS/MND”) and schedule the City Council’s review and approval of the Final IS/MND; or (2) perform any additional environmental studies or analysis to address issues or comments raised during the public comment period and revise the Draft IS/MND for further public review; or (3) determine not to proceed with the project.

City of Palm Springs

**INDIAN CANYON DRIVE SEWER MAIN EXTENSION PROJECT**

**PALM SPRINGS, RIVERSIDE COUNTY, CALIFORNIA**

**Draft INITIAL STUDY  
with Mitigated Negative Declaration**

Submitted Pursuant to: (State) Division 13, California Public Resources Code  
CITY OF PALM SPRINGS

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Date of Approval

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Marcus L. Fuller, P.E., P.L.S., MPA  
Assistant City Manager  
City of Palm Springs

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## **Mitigated Negative Declaration**

### ***PROJECT DESCRIPTION***

The City of Palm Springs (City), proposes to extend public sewer service to a commercial and industrial area of the City located north of the Whitewater River along Indian Canyon Drive at Garnet Avenue.

Public sewer service will be provided through installation of a new 10-inch diameter public sewer main within and along Indian Canyon Drive from Tramview Road to Garnet Avenue, at a depth of 10 feet or more, and consisting of 11,800 linear feet of Vitrified Clay Pipe (VCP). The new public sewer main will extend underneath the Union Pacific Railroad Company (UPRR) tracks and right-of-way and a proposed new Indian Canyon Drive bridge structure with 800 linear feet of 10-inch diameter Polyvinyl Chloride (PVC) pipe within and underneath the bridge approaches, and 400 linear feet of 10-inch diameter Ductile Iron Pipe (DIP) within an 18-inch diameter steel pipe encasing.

The new public sewer main extension from Tramview Road to Garnet Avenue will include construction of new sewer manholes at a maximum depth of 42 feet.

Construction methods to be utilized include open excavation within the paved roadway of Indian Canyon Drive with shoring and bracing for installation of the VCP sewer main, and with jack and bore (tunneling) operations for the 18-inch diameter steel pipe encasing extending underneath the UPRR right-of-way. Construction equipment to be used include jackhammers, backhoes, excavators, pavement saws, dump trucks, flatbed trucks and street sweepers.

### ***DETERMINATION***

This proposed Mitigated Negative Declaration (MND) is included to give notice to interested agencies and the public that it is the City's intent to adopt the MND for this project. This does not mean that the City's decision regarding the project is final. This MND is subject to modification based on comments received by interested agencies and the public.

The City has prepared an Initial Study for this project, and subject to public review, has determined from this Initial Study that the proposed project will not have a significant effect on the environment.

This determination concludes that the project will not have a significant impact on the environment with the inclusion of appropriate avoidance, minimization, and mitigation measures (provided in this document). The City has determined the project would not have a significant impact on the environment for the following reasons:

- The proposed project will have no impact on aesthetics; agriculture and forestry; cultural resources; energy; geology and soils; hazards and hazardous materials; land use and planning; mineral resources; population and housing; public services; recreation; transportation; tribal cultural resources; and wildfire.
- The proposed project will have a less than significant impact on air quality; biological resources; greenhouse gas emissions; hydrology and water quality; noise; and utilities.

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Marcus L. Fuller, P.E., P.L.S., MPA  
Assistant City Manager  
City of Palm Springs

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Date



# Executive Summary

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The City of Palm Springs (City), proposes to extend public sewer service to a commercial and industrial area of the City located north of the Whitewater River along Indian Canyon Drive at Garnet Avenue.

Public sewer service will be provided through installation of a new 10-inch diameter public sewer main within and along Indian Canyon Drive from Tramview Road to Garnet Avenue, at a depth of 10 feet or more, and consisting of 11,800 linear feet of Vitrified Clay Pipe (VCP). The new public sewer main will extend underneath the Union Pacific Railroad Company (UPRR) tracks and right-of-way and a proposed new Indian Canyon Drive bridge structure with 800 linear feet of 10-inch diameter Polyvinyl Chloride (PVC) pipe within and underneath the bridge approaches, and 400 linear feet of 10-inch diameter Ductile Iron Pipe (DIP) within an 18-inch diameter steel pipe encasing.

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Construction methods to be utilized include open excavation within the paved roadway of Indian Canyon Drive with shoring and bracing for installation of the VCP sewer main, and with jack and bore (tunneling) operations for the 18-inch diameter steel pipe encasing extending underneath the UPRR right-of-way. Construction equipment to be used include jackhammers, backhoes, excavators, pavement saws, dump trucks, flatbed trucks and street sweepers.

This environmental document has been prepared in conformance with the requirements of the California Environmental Quality Act (CEQA) Public Resources Code 21000-21178.

**Table 1: Summary of Potential Impacts from the Sewer Main Extension Project**

Resource	Project Impacts	Summary of Avoidance, Minimization, and/or Mitigation Measures
Aesthetics	No impact	n/a
Agriculture and Forest Resources	No impact	n/a
Air Quality	Less than Significant	During construction, compliance with local air quality policies including dust control measures.
Biological Resources	Less than Significant	Biological monitoring, educational briefings during construction, ESA fencing, inspection and cleaning of equipment, implementation of BMPs.
Cultural Resources	No impact	n/a
Energy	No impact	n/a
Geology and Soils	No impact	n/a
Greenhouse Gas Emissions	Less than Significant	Compliance with air quality policies.
Hazards and Hazardous Materials	No impact	n/a

*Negative Declaration*

Resource	Project Impacts	Summary of Avoidance, Minimization, and/or Mitigation Measures
Hydrology and Water Quality	Less than Significant	Best Management Practices (BMPs) during construction.
Land Use and Planning	No impact	n/a
Mineral Resources	No impact	n/a
Noise	Less than Significant	Minimize construction noise during evening hours.
Population and Housing	No impact	n/a
Public Services	No impact	n/a
Recreation	No impact	n/a
Transportation	Less than Significant	Roadways will be kept open and clear of debris.
Tribal Cultural Resources	No impact	n/a
Utilities and Service Systems	Less than Significant	The exact locations of underground utilities will be determined and verified prior to commencing work. All concerned utility companies will be notified at least 48 hours in advance of excavation.
Wildfire	No impact	n/a
Mandatory Findings of Significance	No impact	All listed avoidance and minimization measures will be implemented.

## Table of Contents

Executive Summary .....	xi
Table of Contents .....	xiii
List of Abbreviations .....	xiv
<b>Chapter 1</b> Proposed Project .....	1
1.1 Introduction .....	1
1.2 Purpose and Need .....	1
1.3 Background .....	2
1.4 Project Description .....	6
1.5 Project Alternatives .....	11
1.5.1 Build Alternative .....	11
1.5.2 No-Build (No-Action) Alternative .....	11
1.6 Standard Measures and Best Management Practices (BMPs) ..	11
1.7 Permits and Approvals Needed .....	12
<b>Chapter 2</b> CEQA Evaluation .....	13
2.1 CEQA Environmental Checklist .....	13
2.1.1 Aesthetics .....	14
2.1.2 Agriculture and Forest Resources .....	15
2.1.3 Air Quality .....	15
2.1.4 Biological Resources .....	17
2.1.5 Cultural Resources .....	21
2.1.6 Energy .....	22
2.1.7 Geology and Soils .....	23
2.1.8 Greenhouse Gas Emissions .....	24
2.1.9 Hazards and Hazardous Materials .....	25
2.1.10 Hydrology and Water Quality .....	26
2.1.11 Land Use and Planning .....	30
2.1.12 Mineral Resources .....	31
2.1.13 Noise .....	32
2.1.14 Population and Housing .....	33
2.1.15 Public Services .....	33
2.1.16 Recreation .....	34
2.1.17 Transportation .....	34
2.1.18 Tribal Cultural Resources .....	35
2.1.19 Utilities and Service Systems .....	36
2.1.20 Wildfire .....	37
2.1.21 Mandatory Findings of Significance .....	37
<b>Chapter 3</b> Comments and Consultation .....	38
<b>Chapter 4</b> References .....	39
<b>Appendix A</b> CEQA Checklist .....	41
<b>Appendix B</b> Construction Emissions Model .....	52

## List of Abbreviations

BMPs	Best Management Practices
CARB	California Air Resources Board
CDFW	California Department of Fish and Wildlife
CESA	California Endangered Species Act
CEQA	California Environmental Quality Act
CNDDDB	California Natural Diversity Database
CVMSHCP	Coachella Valley Multiple Species Habitat Conservation Plan
EIR	Environmental Impact Report
ESA	Environmentally Sensitive Area
GHG	Greenhouse Gases
MND	Mitigated Negative Declaration
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NOAA	National Oceanic and Atmospheric Administration
NPDES	National Pollutant Discharge Elimination System
PM	Particulate Matter
RWQCB	Regional Water Quality Control Board
SHPO	State Historic Preservation Office
SPCCP	Spill Prevention, Control, and Countermeasure Program
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board
USACE	United States Army Corps of Engineers
USFWS	United States Fish and Wildlife Service
WWTP	Whitewater Treatment Plant

# **Chapter 1      Proposed Project**

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## **1.1      Introduction**

The City of Palm Springs (City), proposes to extend public sewer service to a commercial and industrial area of the City located north of the Whitewater River along Indian Canyon Drive at Garnet Avenue.

Public sewer service will be provided through installation of a new 10-inch diameter public sewer main within and along Indian Canyon Drive from Tramview Road to Garnet Avenue, at a depth of 10 feet or more, and consisting of 11,800 linear feet of Vitrified Clay Pipe (VCP). The new public sewer main will extend underneath the Union Pacific Railroad Company (UPRR) tracks and right-of-way and a proposed new Indian Canyon Drive bridge structure with 800 linear feet of 10-inch diameter Polyvinyl Chloride (PVC) pipe within and underneath the bridge approaches, and 400 linear feet of 10-inch diameter Ductile Iron Pipe (DIP) within an 18-inch diameter steel pipe encasing.

The new public sewer main extension from Tramview Road to Garnet Avenue will include construction of new sewer manholes at a maximum depth of 42 feet.

Construction methods to be utilized include open excavation within the paved roadway of Indian Canyon Drive with shoring and bracing for installation of the VCP sewer main, and with jack and bore (tunneling) operations for the 18-inch diameter steel pipe encasing extending underneath the UPRR right-of-way. Construction equipment to be used include jackhammers, backhoes, excavators, pavement saws, dump trucks, flatbed trucks and street sweepers.

## **1.2      Purpose and Need**

The purpose of the Indian Canyon Drive Sewer Main Extension Project is to extend a new public sewer main from an existing public sewer main in Tramview Road north along, within and underneath Indian Canyon Drive to Garnet Avenue to provide public sewer service to the commercial and industrial area of Palm Springs located north of the Whitewater River along Indian Canyon Drive at Garnet Avenue.

Extension of public sewer service to the north area of Palm Springs is needed to provide for development of that area of the City that has been identified as an area of “Special Concern” in the Riverside County “Local Agency Management Program (LAMP) for Onsite Wastewater Treatment Systems due to a determination by the Colorado River Regional Water Quality Control Board (the “Board”) that the underground water aquifer has “exceptional quality” in the area of N. Indian Canyon Drive and the Interstate 10 Corridor. Extension of

public sewer service will ensure that commercial and industrial development in that area can connect to a public sewer system that fully protects the underlying groundwater aquifer.

### 1.3 Background

On October 28, 1993, the Local Agency Formation Commission (LAFCO) of Riverside County held a public hearing and conditionally approved LAFCO 93-28-3, an application by the City to annex 13.5 square miles within the City's Sphere of Influence extending from the Whitewater River north to Interstate 10 between Highway 111 on the west and Gene Autry Trail on the east, further identified as "Annexation 26". Subsequently, on October 14, 1994, LAFCO issued its Certificate of Completion for Annexation 26 recorded in the records of Riverside County on November 3, 1994, as Instrument No. 420910.

As part of the City's application for Annexation 26 submitted to LAFCO, the City prepared a Plan for Services and Environmental Impact Report (EIR) to address the proposed reorganization of public services and the affects Annexation 26 may have on the environment. Included in the Plan for Services was analysis of the existing and proposed public service related to Waste Water Treatment.

As noted in the Plan for Service, existing developments in the study area are served by individual septic systems, with the City, Mission Springs Water District (MSWD), and the Coachella Valley Water District (CVWD) as agencies authorized to provide public service for Waste Water Treatment within the entire area identified as Annexation 26.

At the time of the City's preparation of the Plan for Services none of these agencies had public sewer facilities within the area identified as Annexation 26. This fact remains true today.

The commercial and industrial area of Annexation 26 located along Indian Canyon Drive at Garnet Avenue is located within the boundaries of MSWD, and the Plan for Service noted that the nearest wastewater treatment plant belongs to the City with a design capacity of 10.9 million gallons per day. This fact remains true today.

In describing "Changes or Improvements in Service Level" for Waste Water Treatment, the City's Plan for Service stated:

*In the event of annexation, the City of Palm Springs would require new development within the study area to extend sewer collection lines **to existing or proposed City facilities**. Due to the distance from the study area to the existing City sewage treatment plant and the limited plant capacity<sup>1</sup>, it is*

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<sup>1</sup> In 1993 the average daily flow into the City's wastewater treatment plant (WWTP) was at or exceeding 9 million gallons per day (mgd) requiring the City to consider further expansion of

*anticipated that a new sewage treatment plant will be constructed to process the additional wastewater generated in the study area. The high capital expense required to construct a treatment plant will probably require that some sort of a fee, such as a sewage access fee, be collected to finance the construction.*

*The City has indicated that all lots of less than one acre in size will connect to the public sanitary sewer system. Lots larger than one acre will be able to install septic systems unless a sewer collection line is located within 200 feet of the property at the time of construction. Development in existing subdivisions with lot sizes of less than one acre may install an interim septic system if sanitary sewer facilities are not located within 200 feet of the property with the condition that a connection be made to public facilities as they become available.*

On May 19, 1993, the City Council of Palm Springs held a public hearing to consider, adopt and certify the Final EIR for Annexation 26. The EIR was a requirement of the City's application to LAFCO for Annexation 26, and was used by LAFCO for its action on October 28, 1993, to conditionally approve Annexation 26.

The staff report prepared for the City Council's adoption of the Final EIR for Annexation 26 summarized the potential environmental impacts and changes of public service resulting from the annexation. Page 11 of the staff report references "Wastewater Generation & Disposal" and stated:

**The City will assume responsibility for sewer service to existing and new development;** *no service is currently provided. At buildout, development in the project area will generate 13 million gallons/day of wastewater. Up to two million gallons/day could potentially be disposed of with septic tanks if appropriate approvals can be obtained. The need to expand infrastructure to handle this wastewater and to extend it to previously unserved areas represents a potentially significant adverse impact which will be mitigated by proper planning and by requiring developers to pay for necessary infrastructure. Use of septic tanks in new rural residential development represents a potentially significant adverse impact on groundwater quality which will be mitigated by adherence to state standards and requiring septic tank users to connect to the public sewer system upon availability.*

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the WWTP to increase capacity. However, due to imposition of state laws and regulations mandating the use of low-flow plumbing fixtures (i.e. faucets, shower heads, toilets, etc.), the average daily flow into the WWTP has significantly decreased over time while at the same time the population of the City and the number of sewer connections has increased. The average daily flow into the WWTP for June 2020 was 5 mgd. The City's WWTP has enough capacity to extend public sewer service to the area identified as Annexation 26; the City will not be required to construct a new WWTP.

On June 9, 1993, the City filed a Notice of Determination for the Final EIR with the State Office of Planning and Research, and with the Riverside County Clerk & Recorder.

The area of Palm Springs located in Annexation 26 along Indian Canyon Drive and Garnet Avenue is also located within the boundaries of MSWD, a public agency that provides both domestic water and sanitary sewer service. As the Plan for Service described, upon completion of Annexation 26 the City will be responsible for providing public sanitary sewer service, and the reorganization approved by LAFCO through Annexation 26 accommodates this fact while leaving the boundaries of MSWD unchanged as MSWD continues to retain authority to provide public domestic water service to that area.

MSWD has pursued development of a new WWTP in the City of Desert Hot Springs located north of Interstate 10 on Little Morongo Road between 19<sup>th</sup> Avenue and 20<sup>th</sup> Avenue. MSWD has for many years analyzed the financial cost of the new WWTP and a sanitary sewer collection system to extend public sewer service into the area of Palm Springs included in Annexation 26. However, MSWD has not yet constructed a new WWTP or extended public sewer service to that area of Desert Hot Springs or into the City of Palm Springs within Annexation 26.

Meanwhile, the Colorado River Regional Water Quality Control Board (the “Board”) has declared the underground water aquifer within the “North Indian Canyon Drive Interstate 10 Corridor” has having exceptional water quality, and has issued a moratorium on approving the installation of conventional Onsite Wastewater Treatment Systems (OWTS). Historically, conventional OWTS discharging less than 5,000 gpd were regulated by the City through local requirements. Since 1983 the Board had a general waiver of waste discharge requirements for OWTS.

However, this waiver was eliminated following the passage of Senate Bill 390 in 2003, which required the Board to update their existing waivers every five years, include conditions such as monitoring, and to issue waivers so long as they were in the best interests of the people of the State. In response to Senate Bill 390, the Board reviewed existing waivers, and chose to renew only waivers associated with “de minimis” discharges (i.e., discharges with a low threat to water quality). Because discharges from OWTS do not meet “de minimis” criteria, the Board’s waiver was allowed to expire on January 15, 2003.

Subsequent to the expiration of this waiver, discharges from OWTS have been authorized by the Board on a case by case basis, as required by the California Water Code. As a result, some new projects proposed in the commercial and industrial area along Indian Canyon Drive and Garnet Avenue have received waste discharge requirements (WDRs) issued by the Board that require “package plant” treatment systems. The capital cost and on-going operational



and maintenance costs for privately owned “package plant” treatment systems can be financially infeasible.

Moreover, the high capital cost of a new WWTP and sewer collection system proposed by MSWD to extend public sewer service to that part of the City has required MSWD to pursue property owner approval of special taxes through a Communities Facility District (CFD). However, in prior discussions with City staff, MSWD advised the high rate of special taxes through a CFD required to fully finance a new WWTP and sanitary sewer collection system was preventing MSWD from obtaining property owner support for the CFD.

By letter dated June 20, 2014, to Mr. John Raymond, the City’s then Director of Community and Economic Development, MSWD submitted a letter to advise of the status of its proposed wastewater project at the Interstate 10 / Indian Canyon Drive commercial corridor. In the letter MSWD states:

*Thank you for our recent meeting regarding the proposed wastewater project at the Interstate 10 / Indian Canyon Drive commercial corridor. As you know, property owners in the area have requested that MSWD investigate the feasibility of forming a financing district to fund construction of the centralized wastewater treatment system – including the collection system and treatment infrastructure. The goals of the project include meeting discharge requirements of the Regional Water Quality Control Board (RWQCB) that are not readily attainable through installation of standard onsite wastewater treatment systems (septic tanks) as well as opening the region to significant commercial development.*

*As is the case with most water districts, MSWD is responsive to requests from private property owners to determine feasibility of capital projects. The responsibility, however, for funding such projects lies with the stakeholders. MSWD defines stakeholders as property owners and government entities with jurisdiction where affected properties exist and the potential for commerce, new jobs and tax revenue also exists.*

*We are, therefore, writing to request that the City of Palm Springs participate in making the proposed project feasible. The costs of the collection system and a portion of the treatment facilities being proposed to property owners will range between \$850 and \$900 per acre, per year. MSWD survey data suggests that this per-acre cost is the maximum the property owners are willing or able to sustain at this time.*

*This per-acre tax will generate approximately \$700,000 per year against a debt service requirement of about \$1,300,000 per year. MSWD is requesting that the City of Palm Springs participate in servicing the balance of the annual debt for construction of treatment facilities in the amount of \$600,000 per year over 20 years.*

MSWD's requested City financial contribution would require a financial commitment of \$12,000,000 – exceeding the estimated cost of the Indian Canyon Drive Sewer Main Extension Project.

The excess capacity at the City's WWTP and its location in the southeastern portion of the City at an elevation of approximately 360 feet (350 feet lower than the elevation of Indian Canyon Drive at Garnet Avenue at approximately 710 feet) allows for the City's extension of public service to the commercial and industrial area of the City along Indian Canyon Drive and Garnet Avenue.

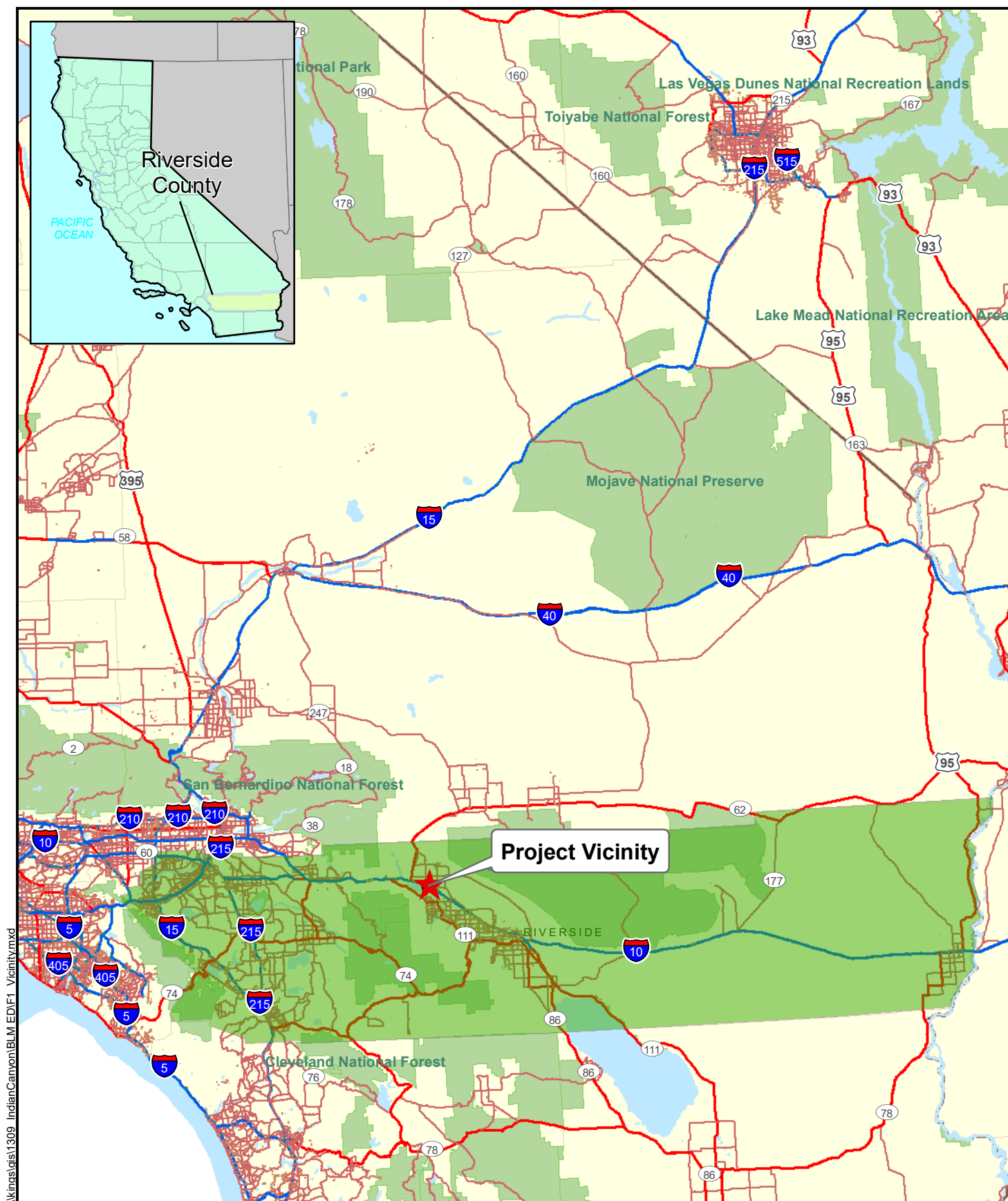
## **1.4 Project Description**

Installation of a new 10-inch diameter public sewer main within and along Indian Canyon Drive from Tramview Road to Garnet Avenue, at a depth of 10 feet or more, and consisting of 11,800 linear feet of Vitrified Clay Pipe (VCP). The new public sewer main will extend underneath the Union Pacific Railroad Company (UPRR) tracks and right-of-way and a proposed new Indian Canyon Drive bridge structure with 800 linear feet of 10-inch diameter Polyvinyl Chloride (PVC) pipe within and underneath the bridge approaches, and 400 linear feet of 10-inch diameter Ductile Iron Pipe (DIP) within an 18-inch diameter steel pipe encasing.

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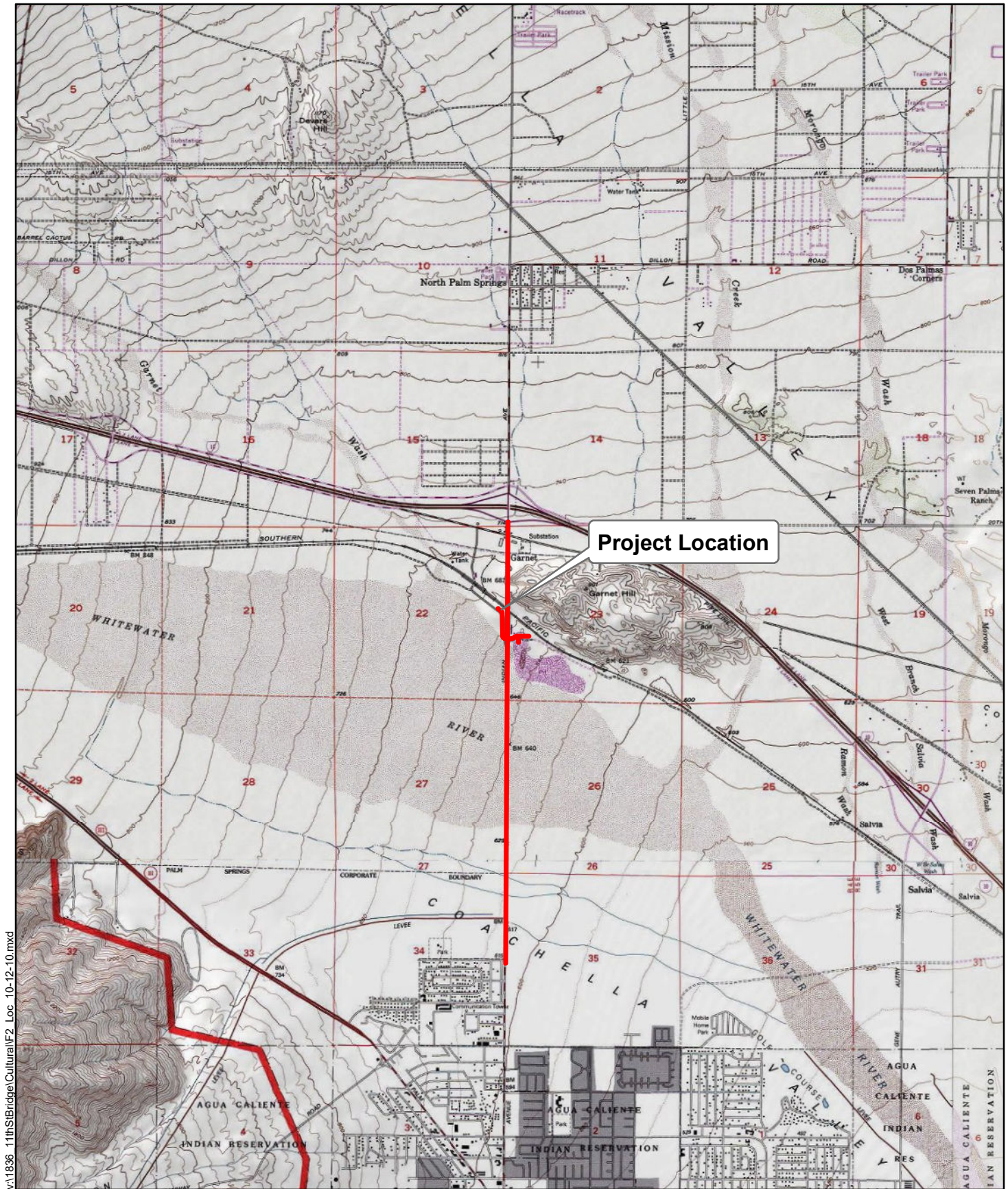
All work is located within previously disturbed and improved surfaces and portions of the Indian Canyon Drive roadway; no construction will occur outside the edge of the paved roadway.



### FIGURE 1 Project Vicinity

Indian Canyon Drive Sewer Main Project  
City of Palm Springs, Riverside County, California





Source: ESRI World Street Maps Online; Dokken Engineering 8/20/2020; Created By: zach



0 1 2 Miles

**FIGURE 2**  
**Project Location**

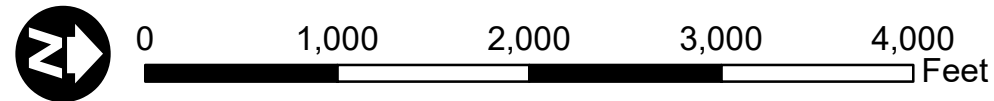
Indian Canyon Drive Sewer Main Project  
City of Palm Springs, Riverside County, California





\\kingstons1309\IndianCanyon\BLM\ED\F3 Project\_Features-20160318.mxd

Source: ESRI 2008; Dokken Engineering 8/20/2020; Created By: zachl



**FIGURE 3**  
**Project Features**  
 Indian Canyon Drive Sewer Main Project  
 City of Palm Springs, Riverside County, California





## **1.5 Project Alternatives**

The Indian Canyon Drive Sewer Main Extension Project has two alternatives, a build alternative and a no-build alternative. The build alternative would install a 10 inch in diameter vitrified clay pipe (VCP) along Indian Canyon Drive from Garnet Avenue to Tramview Road. The no-build alternative would not install a 10 inch in diameter VCP along Indian Canyon Drive from Garnet Avenue to Tramview Road, and public sewer service would not be extended to the commercial and industrial area located along Indian Canyon Drive at Garnet Avenue.

### **1.5.1 Build Alternative**

The build alternative is a 10-inch diameter public sewer main within and along Indian Canyon Drive from Tramview Road to Garnet Avenue, at a depth of 10 feet or more, and consisting of 11,800 linear feet of Vitrified Clay Pipe (VCP). The new public sewer main will extend underneath the Union Pacific Railroad Company (UPRR) tracks and right-of-way and a proposed new Indian Canyon Drive bridge structure with 800 linear feet of 10-inch diameter Polyvinyl Chloride (PVC) pipe within and underneath the bridge approaches, and 400 linear feet of 10-inch diameter Ductile Iron Pipe (DIP) within an 18-inch diameter steel pipe encasing.

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Construction methods to be utilized include open excavation within the paved roadway of Indian Canyon Drive with shoring and bracing for installation of the VCP sewer main, and with jack and bore (tunneling) operations for the 18-inch diameter steel pipe encasing extending underneath the UPRR right-of-way. Construction equipment to be used include jackhammers, backhoes, excavators, pavement saws, dump trucks, flatbed trucks and street sweepers.

### **1.5.2 No-Build (No-Action) Alternative**

The no-build alternative would not install a 10 inch in diameter VCP along Indian Canyon Drive from Garnet Avenue to Tramview Road, and public sewer service would not be extended to the commercial and industrial area located along Indian Canyon Drive at Garnet Avenue.

## **1.6 Standard Measures and Best Management Practices (BMPs) Included in the Build Alternative**

The following BMPs will be implemented prior to and during construction of the new sewer main.

- During construction, compliance with local air quality policies including dust control measures.
- Construction of Environmentally Sensitive Area (ESA) and, if deemed necessary, Wildlife Exclusion Fencing (WEF) fencing.
- Use of native fill and conservation easement monitoring.
- Minimization or absence of construction noise during evening hours.
- Identification and verification of the exact locations of underground utilities prior to work commencement. Contact with utility companies, if necessary, will be made at least 48 hours in advance of excavation.

## **1.7 Permits and Approvals Needed**

Pipeline Crossing Agreement with the Union Pacific Railroad Company.

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## Chapter 2 CEQA Evaluation

### 2.1 CEQA Environmental Checklist

The checklist identifies physical, biological, social, and economic factors that might be affected by the proposed project. Potential impact determinations include Potentially Significant Impact, Less Than Significant With Mitigation Incorporated, Less Than Significant Impact, and No Impact. In many cases, based on the nature and limited impacts of the project, there are no impacts to a particular resource. A No Impact answer reflects this determination. The questions in this checklist are intended to encourage the thoughtful assessment of impacts and do not represent thresholds of significance.

The environmental resources checked below will potentially be affected by this project. Please see Appendix A for the complete CEQA checklist.

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

### **2.1.1 Aesthetics**

#### ***REGULATORY SETTING***

CEQA establishes that it is the policy of the state to “Take all action necessary to provide the people of this state with clean air and water, enjoyment of aesthetic, natural, scenic, and historic environmental qualities...” (Public Resources Code 21001(b)).

#### ***AFFECTED ENVIRONMENT***

The viewshed for a project is defined as the surrounding geographic area from which the project is likely to be seen, based on topography, land use patterns, and landscaping. The viewshed for the proposed project is very localized because of the limited topographic diversity of the project area and surrounding land.

In general, disturbed, open, desert landscape dominates the viewshed, although freeway-oriented commercial development surrounds the intersection of Garnet Avenue and Indian Canyon Drive. An abandoned quarry is located on the east side of Indian Canyon Drive, south of the railroad tracks. The area is predominantly flat with Garnet Hill, to the east of Indian Canyon Drive, adding some topographic relief to the immediate area. A corridor through the natural terrain has been graded to accommodate the railroad tracks of the Union Pacific Railroad, and sand has been mounded between the quarry and the roadway.

In the distance, particularly to the southwest and south, and to a lesser extent to the north, sharply ascending mountains add a dramatic backdrop to the flat desert floor. Middle ground views to the southwest include a sea of windmills that add angular, white vertical elements that are highlighted by the brown and purple hues of the mountains.

#### ***ENVIRONMENTAL CONSEQUENCES***

The Palm Springs General Plan indicates that Indian Canyon Drive is designated as a “City-designated Scenic Corridor.” The sewer main and associated work will occur under the roadway and, once constructed, will not be visible; therefore, the project is not anticipated to have any permanent aesthetic impacts.

Construction will be temporary in nature, and will be conducted alongside other construction projects in the corridor; therefore, temporary visual impacts will be minor in nature. No impact to aesthetics is anticipated as a result of the proposed sewer line project.

#### ***AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES***

No impact.

## 2.1.2 Agriculture and Forest Resources

### ***AFFECTED ENVIRONMENT***

The land that the project is on is Urban and Built-Up Land and Other Land. No farmland or forestry land is with the project area or vicinity.

### ***ENVIRONMENTAL CONSEQUENCES***

The project will have no environmental consequences to agriculture or forest land or resources.

### ***AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES***

No impact.

## 2.1.3 Air Quality

### ***REGULATORY SETTING***

The Clean Air Act as amended in 1990 is the federal law that governs air quality. Its counterpart at the state level is the California Clean Air Act of 1988. These laws set standards for the quantity of pollutants that can be in the air. At the federal level, these standards are called National Ambient Air Quality Standards (NAAQS). Standards have been established for six criteria pollutants that have been linked to potential health concerns; the criteria pollutants are carbon monoxide (CO), nitrogen dioxide (NO<sub>2</sub>), ozone (O<sub>3</sub>), particulate matter (PM), lead (Pb), and sulfur dioxide (SO<sub>2</sub>).

### ***AFFECTED ENVIRONMENT***

The proposed project is located within the Coachella Valley planning area of the Salton Sea Air Basin in the region administered by the South Coast Air Quality Management District (SCAQMD). The SCAQMD is the agency responsible for monitoring and regulating air pollutant emissions from stationary, area, and indirect sources within Riverside County and throughout the Salton Sea Air Basin. Palm Springs is situated in the western portion of the Coachella Valley and is sheltered by the Little San Bernardino Mountains to the north, the Santa Rosa Mountains to the south, and the San Jacinto Mountains to the west. This mountain range directs air circulation and dispersion patterns. Temperature inversions can trap air within the Valley, thereby preventing the vertical dispersal of air pollutants.

### ***ENVIRONMENTAL CONSEQUENCES***

Due to the limited project area (> 2 acres) and project length, which is estimated to be approximately 2 months, the amount of daily and total emissions is minimal. The table below provides the total emission estimates for the sewer Main Extension Project (see Appendix B for emissions model estimates).

<b>Project Phase (tons/phase)</b>	<b>Total PM10</b>	<b>Fugitive Dust PM10</b>	<b>Total PM2.5</b>	<b>Fugitive Dust PM2.5</b>
<b>Grubbing/Land Clearing</b>	0.01	0.01	0.00	0.00
<b>Grading/Excavation</b>	0.04	0.04	0.01	0.01
<b>Drainage/Sub- Grade</b>	0.04	0.04	0.01	0.01
<b>Paving</b>	0.00	0.00	0.00	0.00
<b>Maximum (tons/phase)</b>	0.04	0.04	0.01	0.01
<b>Total (tons/project)</b>	0.09	0.09	0.02	0.02

There would be zero emissions for ROG; CO; NO<sub>x</sub>; Sox; CO<sub>2</sub>; CH<sub>4</sub>; N<sub>2</sub>O; and CO<sub>2</sub>e associated with construction of the project. No long term air quality impacts are anticipated due to implementation of the proposed sewer line. Avoidance and minimization measures AQ-1 through AQ-8 will be implemented during construction to minimize dust and air quality impacts.

#### ***AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES***

Best Management Practices to control dust will be implemented and include provisions for adequate watering during project implementation.

**AQ 1** – Compliance with Regulation XIII under the SCAQMD for all construction sites will constitute sufficient measures to reduce PM<sub>10</sub> impacts to a level that will not substantially impact air quality.

The following measures from the Coachella Valley SIP Emissions Control Measures are also required at all construction sites and are incorporated here as minimization measures:

**AQ 2** – All disturbed areas, including storage piles, which are not being actively utilized for construction purposes, shall be effectively stabilized of dust emissions using water, SCAQMD approved chemical stabilizer/suppressant, covered with a tarp or other suitable cover or vegetative ground cover.

**AQ 3** – All on-site unpaved roads and off-site unpaved access roads shall be effectively stabilized of dust emissions using water or chemical stabilizer/suppressant.

**AQ 4** – All land clearing, grubbing, scraping, excavation, land leveling, grading, cut & fill, and demolition activities shall be effectively controlled of fugitive dust emissions utilizing application of water or by presoaking.

**AQ 5** – When materials are transported off-site, all material shall be covered, or effectively wetted to limit visible dust emissions, and at least six inches of freeboard space from the top of the container shall be maintained.

**AQ 6** – All operations shall limit or expeditiously remove the accumulation of mud or dirt from adjacent public streets at the end of each workday. The use of dry rotary brushes is expressly prohibited except where preceded or accompanied by sufficient wetting to limit the visible dust emissions. Use of blower devices is expressly forbidden.

**AQ 7** – Following the addition of materials to, or the removal of materials from, the surface of outdoor storage piles, said piles shall be effectively stabilized of fugitive dust emissions utilizing sufficient water or chemical stabilizer/suppressant.

**AQ 8** – Within urban areas, track out shall be immediately removed when it extends 50 or more feet from the site and at the end of each workday.

#### **2.1.4 Biological Resources**

##### ***REGULATORY SETTING***

##### **California Environmental Quality Act**

California State law created to inform governmental decision-makers and the public about the potential, significant environmental effects of proposed activities and to work to reduce these negative environmental impacts. The City of Palm Springs is the CEQA lead agency for this project.

“Special status species” include any species that has been afforded special recognition by federal, state or local resources agencies (e.g., U.S. Fish and Wildlife Service [USFWS], California Department of Fish and Wildlife [CDFW], etc.), and/or resource conservation organizations (e.g., California Native Plant Society [CNPS]). The term “special-status species” excludes those avian species solely identified under Section 10 of the Migratory Bird Treaty Act (MBTA) for federal protection. MBTA Section 10 protected species are afforded avoidance and minimization measures per state and federal requirements.

##### **California Endangered Species Act**

The California Endangered Species Act (CESA) (California Fish and Game (CFG) Code Section 2050 et seq.) requires the California Department of Fish and Wildlife (CDFW) to establish a list of endangered and threatened species (Section 2070) and to prohibit the incidental taking of any such listed species except as allowed by the Act (Sections 2080-2089). In addition, CESA prohibits take of candidate species (under consideration for listing).

CESA also requires the CDFW to comply with CEQA (Pub. Resources Code Section 21000 et seq.) when evaluating incidental take permit applications (CFG Code Section 2081(b) and California Code Regulations, Title 14, section 783.0 et seq.), and the potential impacts the Project or activity for which the application was submitted may have on the environment. CDFW's CEQA obligations include consultation with other public agencies which have jurisdiction over the Project or activity [California Code Regulations, Title 14, Section 783.5(d)(3)]. CDFW cannot issue an incidental take permit if issuance would jeopardize the continued existence of the species [CFG Code Section 2081(c); California Code Regulations, Title 14, Section 783.4(b)].

### **Coachella Valley Multiple Species Habitat Conservation Plan (CVMSHCP)**

The Coachella Valley Multiple Species Habitat Conservation Plan is a shared regional vision for balanced growth to conserve Coachella Valley's natural resources while also building a strong economy vital to [the] future. [The CVMSHCP] Protects 240,000 acres of open space and 27 species. Enhances infrastructure without environmental conflicts. Offers opportunities for recreation, tourism and job creation (cvmshcp.org).

The project is located within the Whitewater Floodplain Conservation Area of the CVMSHCP, which encompasses portions of the Whitewater River floodplain south of I-10 eastward to the existing Whitewater Floodplain Preserve. This Conservation Area provides Core Habitat for the Coachella Valley milkvetch, Coachella Valley giant sand-treader cricket, Coachella Valley fringe-toed lizard, Coachella Valley round-tailed ground squirrel, and Palm Springs pocket mouse.

### ***AFFECTED ENVIRONMENT***

The vegetation within the project area is disturbed as a result of the existing Indian Canyon Drive infrastructure. The vegetation within the area, as classified by the Coachella Valley Multiple Species Habitat Conservation Plan (CVMSHCP), consists of ephemeral sand fields and stabilized shielded sand fields (Holland 1986), which are blowsand habitats, with elements of Sonoran desert scrub habitat. Desert blowsand habitats are created by high winds that form active, shielded, and ephemeral dunes and sand fields. Sonoran desert scrub habitat occurs on the blowsand habitat of the valley floor and the rocky, well-drained slopes of the desert mountains. The ephemeral sand fields occur within the southern and northernmost end of the project area and the stabilized shielded sand fields occur in the middle of the project with Sonoran desert scrub habitat occurring throughout.

The conserved natural communities occurring in the Whitewater Floodplain Conservation Area (part of the CVMSHCP) include active desert sand fields, ephemeral desert sand fields, stabilized and partially stabilized desert sand fields, stabilized shielded desert sand fields, Sonoran creosote bush scrub, and Sonoran mixed woody and succulent scrub. Adjacent to the project are largely ephemeral desert sand fields with little to no vegetation.

Special status plant species known to potentially occur in the region surrounding the project area are Coachella Valley milk vetch, triple-ribbed milk vetch, Arizona spurge, flat-seeded spurge, glandular ditaxis, and California ditaxis. The only special status plant species present on-site is Coachella Valley milk vetch. A population of this plant was found approximately 30.5 meters (100 feet) west of the existing Indian Canyon Drive and 3.05 meters (10 feet) south of Palm Springs Station Road. The population would not be directly impacted by project construction but is within the defined area of indirect effect as defined by the indirect impact calculation methodology in the Conservation Plan.

Special status animal species known to potentially occur in the region are Coachella Valley Jerusalem cricket, Coachella giant sand treader cricket, Coachella valley grasshopper, desert pupfish, flat-tailed horned lizard, San Diego horned lizard, Coachella Valley fringe-toed lizard, desert tortoise, burrowing owl, prairie falcon, Bendire's thrasher, LeConte's thrasher, Palm Springs round-tailed ground squirrel, and Palm Springs pocket mouse.

Developed areas are present within the project area and include a sand and gravel facility in the northeast portion of the project area and a residential development within the southeastern portion. The developed areas are characterized by disturbed habitat and lack native plant species. Annual nonnative grasses and weedy species characterize the disturbed nonnative community.

### **ENVIRONMENTAL CONSEQUENCES**

No natural communities of concern are present within the project area and construction of the project as proposed will not contribute to incremental loss of stabilized shielded sand fields and ephemeral sand fields in the region.

The project is within the Whitewater Floodplain Conservation Area. Indian Canyon Drive is listed on Table 7-5 of the CVMSHCP as a covered activity – widening to six lanes and operations and maintenance. The Indian Canyon Sewer Main Extension will be constructed within the same footprint as Indian Canyon Drive as listed on Table 7-5 of the CVMSHCP. Project impacts to covered species including burrowing owl, Coachella Valley fringe-toed lizard, and little San Bernardino linanthus were fully mitigated in advance of the project through the development of a reserve system as described in section 4.0 of the CVMSHCP. Per Table 7.5 of the CVMSHCP, the activities along Indian Canyon Drive (listed as Indian Avenue) within the Whitewater Floodplain Conservation Area require the project to implement avoidance and minimization measures associated with fluvial sand transport and biological corridor preservation. In addition, the project will comply with applicable avoidance, minimization, and mitigation measures described in Section 4.4 and the Land Use Adjacency Guidelines as described in Section 4.5 of the CVMSHCP. Impacts to biological resources will be less than significant with implementation of avoidance and minimization measures BIO-1 through BIO-9 below to be in compliance with the CVMSHCP and to avoid and minimize impacts to biological resources.

**AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES**

The project will implement avoidance and minimization measures in accordance with CVMSHCP requirements.

**BIO 1** – An education program will be developed to advise construction staff of potential impacts to listed species.

**BIO 2** – Biological monitoring will be provided to oversee compliance with protective measures for listed species.

**BIO 3** – Any necessary lighting during construction shall be shielded and directed toward the project area.

**BIO 4** – Prior to construction, the project area plus a 500 foot buffer will be surveyed by a qualified biologist for burrows that could be used by burrowing owl. If a burrow is located, the biologist will determine if an owl is present in the burrow. If the burrow is determined to be occupied, the burrow will be flagged and a 160-foot buffer during the non-breeding season and a 250-foot buffer during the breeding season, or a buffer to the edge of the property boundary if less than 500 feet, will be established around the burrow. The buffer will be staked and flagged.

If the burrow is unoccupied, the burrow will be made inaccessible to owls, and the Covered Activity may proceed. If either a nesting or escape burrow is occupied, owls shall be relocated pursuant to accepted Wildlife Agency protocols. A burrow is assumed occupied if records indicate that, based on surveys conducted following protocol, at least one burrowing owl has been observed occupying a burrow on site during the past three years. If there are no records for the site, surveys must be conducted to determine, prior to construction, if burrowing owls are present. Determination of the appropriate method of relocation, such as eviction/passive relocation or active relocation, shall be based on the specific site conditions (e.g., distance to nearest suitable habitat and presence of burrows within that habitat) in coordination with the Wildlife Agencies. Active relocation and eviction/passive relocation require the preservation and maintenance of suitable burrowing owl habitat determined through coordination with the Wildlife Agencies.

**BIO 5** – Activities in fluvial sand transport areas will be conducted in a manner to maintain the fluvial sand transport capacity of the system.

**BIO 6** – To the extent feasible, no sand removal activities will take place from November 1 – March 30 to avoid winter dormancy periods for lizards or if ambient air temperatures exceed 102 degrees Fahrenheit (the temperature at which lizard activity tends to be reduced).

**BIO 7** – The project will incorporate plans to ensure that the quantity and quality of any runoff during construction discharged to the adjacent Whitewater Floodplain Conservation Area is not altered in an adverse way when compared with existing



conditions. The contractor will prevent the release of toxins, chemicals, petroleum products, exotic plant materials or other elements that might degrade or harm biological resources or ecosystem processes within the adjacent Whitewater Floodplain Conservation Area.

**BIO 8** – The contractor will implement best management practices to ensure any toxic or any other chemical that may adversely affect wildlife and plant species, their habitat, or water quality does not discharge to the adjacent Whitewater Floodplain Conservation Area.

**BIO 9** – All equipment will be inspected and cleaned prior to use in the project area to minimize exotic species introductions.

### **2.1.5 Cultural Resources**

#### ***REGULATORY SETTING***

CEQA established statutory requirements for establishing the significance of historical resources in Public Resources Code (PRC) Section 21084.1. The CEQA Guidelines (Section 10564.5[c]) also require consideration of potential Project impacts to "unique" archaeological sites that do not qualify as historical resources. The statutory requirements for unique archaeological sites that do not qualify as historical resources are established in PRC Section 21083.2. These two PRC sections operate independently to ensure that significant potential effects on historical and archaeological resources are considered as part of a Project's environmental analysis. Historical resources, as defined in Section 15064.5 as defined in the CEQA regulations, include 1) cultural resources listed in or eligible for listing in the California Register of Historical Resources (California Register); 2) cultural resources included in a local register of historical resources; 3) any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in one of several historic themes important to California history and development.

Under CEQA, a Project may have a significant effect on the environment if the Project could result in a substantial adverse change in the significance of a historical resource, meaning the physical demolition, destruction, relocation, or alteration of the resource would be materially impaired. This would include any action that would demolish or adversely alter the physical characteristics of an historical resource that convey its historic significance and qualify it for inclusion in the California Register or in a local register or survey that meets the requirements of PRC Section 5020.1(l) and 5024.1(g). PRC Section 5024 also requires state agencies to identify and protect state-owned resources that meet National Register of Historic Place (National Register) listing criteria. Sections 5024(f) and 5024.5 require state agencies to provide notice to and consult with the State Historic Preservation Officer (SHPO) before altering, transferring, relocation, or demolishing state-owned historical resources that are listed on or are eligible for

inclusion in the National Register or are registered or eligible for registration as California Historical Landmarks.

CEQA and the CEQA Guidelines also recommend provisions be made for the accidental discovery of archaeological sites, historical resources, or Native American human remains during construction (PRC Section 21083.2(i) CCR Section 15064.5[d and f]).

### ***AFFECTED ENVIRONMENT***

The project area is highly disturbed by previous grading, construction, utility installations, and constant on-road and off-road vehicular use. Evidence of pedestrian and off-highway vehicle activity exists throughout the project area. Based on a records search, no prehistoric or historic archaeological sites were identified within the project area. Additionally, a pedestrian survey of the project area was previously conducted related to the roadway widening of Indian Canyon Drive to identify potential archaeological or historical sites and/or artifacts. No potential historic or archaeological sites were found during the pedestrian survey.

### ***ENVIRONMENTAL CONSEQUENCES***

There are no known impacts to cultural resources based on land use, previous disturbance, and lack of discovery during pedestrian surveys, however, the measures below will be implemented should cultural materials be discovered during construction. Impacts to cultural resources are less than significant.

### ***AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES***

**CR 1** – If cultural materials are discovered during construction, all earth-moving activity within and around the immediate discovery area will be diverted until a qualified archaeologist can assess the nature and significance of the find.

**CR 2** – If human remains are discovered, State Health and Safety Code Section 7050.5 states that further disturbances and activities shall cease in any area or nearby area suspected to overlie remains, and the County Coroner contacted. Pursuant to Public Resources Code Section 5097.98, if the remains are thought to be Native American, the coroner will notify the Native American Heritage Commission (NAHC) who will then notify the Most Likely Descendent (MLD). At this time, the City will work with the MLD on the respectful treatment and disposition of the remains. Further provisions of PRC 5097.98 are to be followed as applicable.

## **2.1.6 Energy**

### ***ENVIRONMENTAL CONSEQUENCES***

The Indian Canyon Sewer Main Extension Project will not have environmental impacts on energy nor will the project conflict with local or state renewable or

energy efficiency plans as the project is a gravity sewer line and is not anticipated to increase energy use or consumption during its operation.

***AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES***

No impact.

**2.1.7 Geology and Soils**

***REGULATORY SETTING***

Topographic and geologic features are protected under the California Environmental Quality Act. This section discusses geology, soils, and seismic concerns as they relate to public safety. Earthquakes are prime considerations in the design and retrofit of infrastructure. The California Department of Transportation's Office of Earthquake Engineering is responsible for assessing the potential for seismic hazards. The current policy is to use the anticipated Maximum Credible Earthquake (MCE), from young faults in and near California. The MCE is defined as the largest earthquake that can be expected to occur on a fault over a particular period of time.

***AFFECTED ENVIRONMENT***

The proposed project area is located in the Colorado Desert floor and is primarily overlain with alluvium soils: Carsitas gravelly sand in the area between Garnet Avenue and Garnet Hill and south of Palm Springs Station Road, Carsitas fine sand in the area between Garnet Hill and the railroad tracks, and Carsitas cobbly sand between the railroad tracks and Palm Springs Station Road. Lithic Torripsamments-Rock outcrop complex overlays Garnet Hill. The Garnet Hill fault, a Late Quaternary concealed fault in the San Andreas fault zone, is also within the project area.

***ENVIRONMENTAL CONSEQUENCES***

The project area is relatively flat with no substantial slopes. Therefore, the potential for landslide hazards is low. There is potential for seismic activity due to the Garnet Hill fault that runs through the project area; however, the sewer line would be built to California code which will require the line to be seismically sound in the event of an earthquake. The project site would be returned to original conditions once the sewer line is installed; therefore, no long-term impacts to geology and soils would occur.

***AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES***

No impact.

## 2.1.8 Greenhouse Gas Emissions

### **REGULATORY SETTING**

While climate change has been a concern since at least 1988, as evidenced by the establishment of the United Nations and World Meteorological Organization's Intergovernmental Panel on Climate Change (IPCC), the efforts devoted to greenhouse gas (GHG) emissions reduction and climate change research and policy have increased dramatically in recent years. These efforts are primarily concerned with the emissions of GHG related to human activity that include CO<sub>2</sub>, CH<sub>4</sub>, NO<sub>x</sub>, nitrous oxide, tetrafluoromethane, hexafluoroethane, sulfur hexafluoride, HFC-23 (fluoroform), HFC 134a (s, s, s, 2 –tetrafluoroethane), and HFC-152a (difluoroethane).

On June 1, 2005, Governor Arnold Schwarzenegger signed Executive Order S-3-05. The goal of this Executive Order is to reduce California's GHG emissions to: 1) 2000 levels by 2010, 2) 1990 levels by the 2020 and 3) 80 percent below the 1990 levels by the year 2050. In 2006, this goal was further reinforced with the passage of Assembly Bill 32 (AB 32), the Global Warming Solutions Act of 2006. AB 32 sets the same overall GHG emissions reduction goals while further mandating that CARB create a plan, which includes market mechanisms, and implement rules to achieve "real, quantifiable, cost-effective reductions of greenhouse gases." Executive Order S-20-06 further directs state agencies to begin implementing AB 32, including the recommendations made by the state's Climate Action Team.

With Executive Order S-01-07, Governor Schwarzenegger set forth the low carbon fuel standard for California. Under this executive order, the carbon intensity of California's transportation fuels is to be reduced by at least 10 percent by 2020.

Climate change and GHG reduction is also a concern at the federal level; however, at this time, no legislation or regulations have been enacted specifically addressing GHG emissions reductions and climate change. California, in conjunction with several environmental organizations and several other states, sued to force the EPA to regulate GHG as a pollutant under the Clean Air Act (*Massachusetts vs. [EPA] et al.*, 549 U.S. 497 (2007)). The court ruled that GHG does fit within the Clean Air Act's definition of a pollutant, and that the EPA does have the authority to regulate GHG. Despite the Supreme Court ruling, there are no promulgated federal regulations to date limiting GHG emissions.<sup>[1]</sup>

According to Recommendations by the Association of Environmental Professionals on How to Analyze GHG Emissions and Global Climate Change in CEQA Documents (March 5, 2007), an individual project does not generate enough GHG emissions to significantly influence global climate change. Rather,

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<sup>[1]</sup> <http://www.epa.gov/climatechange/endangerment.html>

global climate change is a cumulative impact. This means that a project may participate in a potential impact through its incremental contribution combined with the contributions of all other sources of GHG. In assessing cumulative impacts, it must be determined if a project's incremental effect is "cumulatively considerable." See CEQA Guidelines sections 15064(i)(1) and 15130. To make this determination the incremental impacts of the Project must be compared with the effects of past, current, and probable future projects. To gather sufficient information on a global scale of all past, current, and future projects in order to make this determination is a difficult if not impossible task.

As the project is a sewer main and would not have any effect on traffic capacity, the only additional greenhouse gases that would be created during construction.

### ***AFFECTED ENVIRONMENT***

The proposed project is located within the Coachella Valley planning area of the Salton Sea Air Basin in the region administered by the South Coast Air Quality Management District (SCAQMD).

### ***ENVIRONMENTAL CONSEQUENCES***

The proposed project would not generate traffic, increase the number of vehicles operating in the cold start mode, or worsen congestion. Therefore, pollutant emissions would likely be the same or less than without the project, and the SCAQMD thresholds would not be exceeded. The project would not generate greenhouse gas emissions that would significantly impact the environment.

Due to the limited project area (> 2 acres) and project length, which is estimated to be approximately 2 months, the amount of daily and total emissions is minimal. The total emission estimates for the sewer Main Extension Project anticipate zero CO<sub>2</sub> or CO<sub>2e</sub> emissions (see Appendix B for emissions model estimates); therefore, no impact to greenhouse gases are anticipated.

### ***AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES***

No impact.

## **2.1.9 Hazards and Hazardous Materials**

### ***REGULATORY SETTING***

The primary federal laws regulating hazardous wastes/materials are the Resource Conservation and Recovery Act of 1976 (RCRA) and the Comprehensive Environmental Response, Compensation and Liability Act of 1980 (CERCLA). The purpose of CERCLA, often referred to as Superfund, is to clean up contaminated sites so that public health and welfare are not compromised. RCRA provides for "cradle to grave" regulation of hazardous wastes. Other federal laws include:

- Community Environmental Response Facilitation Act (CERFA) of 1992
- Clean Water Act
- Clean Air Act
- Safe Drinking Water Act
- Occupational Safety and Health Act (OSHA)
- Atomic Energy Act
- Toxic Substances Control Act (TSCA)
- Federal Insecticide, Fungicide, and Rodenticide Act (FIFRA)

Hazardous waste in California is regulated primarily under the authority of the federal Resource Conservation and Recovery Act of 1976, and the California Health and Safety Code. Other California laws that affect hazardous waste are specific to handling, storage, transportation, disposal, treatment, reduction, cleanup and emergency planning.

#### ***AFFECTED ENVIRONMENT***

The project area and surrounding environment within and near this segment of Indian Canyon Drive consists of vacant land, residential, commercial, and industrial uses. The government record search found no hazardous waste, hazardous materials, hazardous spills, landfills, or leaking underground storage tanks (LUST) within the project area but two LUST sites were identified. One 0.4 miles south of the project and one immediately north of the project area, respectively. The Lumberman's LUST outside the project area contained gasoline and was discovered on February 9, 1993 at Lumberman's, 3455 Indian Canyon Drive, Palm Springs, CA 92262. The extent of the spill is unknown and the case was closed on June 14, 1993. The Pilot Travel Center LUST contained diesel and the cleanup was completed and the case closed on October 15, 2007.

#### ***ENVIRONMENTAL CONSEQUENCES***

No hazardous wastes, spills, or landfills were identified with the project area. Therefore, the project would not be impacted by hazards or hazardous materials.

#### ***AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES***

No impact.

### **2.1.10 Hydrology and Water Quality**

#### ***REGULATORY SETTING***

Chapter 8.68 of the City of Palm Springs Municipal Code includes regulations regarding Flood Damage Prevention for areas within special flood hazards within the jurisdiction of the City. Under Chapter 8.68.080, "No structure or land shall...be constructed, located, extended, converted, or altered without full compliance with the terms of this chapter [Chapter 8.68] and other regulations," within special flood

hazard areas. Special flood hazards areas are those identified by Federal Emergency Management Agency (FEMA).

The NPDES is a national program for regulating and administering permits for all discharges to receiving waters. The USEPA is the agency ultimately charged with regulating discharges to surface waters. The USEPA has, in many cases, delegated permitting authority to various states, including California. Discharges in California are regulated by RWQCBs. Discharges to water bodies in the project vicinity are regulated by the Colorado River Basin RWQCB.

### ***AFFECTED ENVIRONMENT***

The proposed project is located in a desert region of the Coachella Valley, a large basin between the Little San Bernardino Mountains and the San Jacinto Mountains. The principal water source for the Coachella Valley is groundwater, which is naturally recharged by precipitation and runoff from the surrounding mountains. The average annual precipitation ranges between 13 and 38 centimeters (5 and 15 inches). The proposed project study area is located within the Whitewater River subbasin, which is the primary groundwater repository for the Coachella Valley. The subbasin covers about 1,036 square kilometers (400 square miles) of the valley floor and generally extends from the junction of I-10 and Highway 111 about 70 kilometers (43.5 miles) southeast to the Salton Sea.

The Whitewater River subbasin is divided into four subareas; Palm Springs, Thermal, Thousand Palms, and Oasis. The Palm Springs subarea underlies the project site. The subarea contains approximately 4.6 million acre-feet of groundwater that is in storage in the first 305 meters (1,000 feet) below the ground surface. Composed of alluvial fan deposits exceeding 305 meters (1,000 feet) in depth, the subarea is naturally recharged by infiltration of runoff from the San Jacinto Mountains and the Whitewater River, and from subsurface inflow from the San Geronio Pass subbasin to the west. The Whitewater River subbasin has historically had a declining water table because the demand for water has exceeded the amount of recharge into the groundwater basin.

The primary drainage feature in the area of the proposed project is the Whitewater River located within the project limits. The river, considered a *wash* since it remains predominantly dry, traverses the valley from northwest to southeast, carries runoff generated from the surrounding hills, and ultimately discharges into the Salton Sea, approximately 80 kilometers (50 miles) from the project site. Most of the tributary watershed areas fall outside the project limits.

The elevation within the proposed project area ranges between 198 meters (650 feet) above mean sea level (AMSL) and 488 meters (1,600 feet) AMSL. Garnet Hill is a significant physical feature located east of Indian Canyon Drive and north of the railroad tracks (Figure 2-2). The hill, containing slopes from 15 to 75 percent, consists of well drained alluvial soils underlain by sandstone. Coarse gravels, cobbles, and sands that are stabilized by disturbed vegetation cover the remainder

of the project site. These soils typically form an indefinite pattern of braided stream channels such as those found within the Whitewater River.

All domestic water comes from wells from the Coachella Valley groundwater basin. Groundwater quality can be affected by a number of factors including the type of water-bearing materials in which the water occurs, proximity to faults, water depth, and presence of surface contaminants. Water quality in the Coachella Valley is generally good to excellent. Exceptions are limited to some areas in the lower valley, where ongoing crop irrigation has increased the total dissolved solids.

The Whitewater River groundwater subbasin, which is one of three subbasins which makes up the Coachella Valley groundwater basin, is located within the project area. The Whitewater River groundwater subbasin is the largest basin, contains 28 million acre-feet and extends 70 miles from the junction of I-10 and Highway 111 to the Salton Sea. Whitewater Subbasin is recharged by flows from the San Geronio Pass area, normal seasonal rainfalls, and surface water from various creeks. However, inflow is limited. Depletion of groundwater basins has been accelerating since the expansion of agricultural activities in the 1900s and the development of the Coachella Valley. Today, groundwater demand exceeds available recharge, leading to a condition known as “overdraft.”

To ensure that adequate water is available, Coachella Valley water agencies contract with Metropolitan Water District of Southern California (MWD) to exchange their water entitlement from the State Water Project for like amounts from the Colorado River. MWD’s aqueduct is tapped where it crosses the Whitewater River and water is diverted to 19 spreading ponds, where it percolates into the Whitewater Subbasin. This agreement is intended to assure adequate water supplies through the year 2035.

The Colorado River Regional Water Quality Control Board (the “Board”) has declared the underground water aquifer within the “North Indian Canyon Drive Interstate 10 Corridor” as having exceptional water quality, and has issued a moratorium on approving the installation of conventional Onsite Wastewater Treatment Systems (OWTS). Historically, conventional OWTS discharging less than 5,000 gpd were regulated by the City through local requirements. Since 1983 the Board had a general waiver of waste discharge requirements for OWTS. However, this waiver was eliminated following the passage of Senate Bill 390 in 2003, which required the Board to update their existing waivers every five years, include conditions such as monitoring, and to issue waivers so long as they were in the best interests of the people of the State. In response to Senate Bill 390, the Board reviewed existing waivers, and chose to renew only waivers associated with “de minimis” discharges (i.e., discharges with a low threat to water quality). Because discharges from OWTS do not meet “de minimis” criteria, the Board’s waiver was allowed to expire on January 15, 2003.



Subsequent to the expiration of this waiver, discharges from OWTS have been authorized by the Board on a case by case basis, as required by the California Water Code. As a result, some new projects proposed in the commercial and industrial area along Indian Canyon Drive and Garnet Avenue have received waste discharge requirements (WDRs) issued by the Board that require “package plant” treatment systems. The capital cost and on-going operational and maintenance costs for privately owned “package plant” treatment systems can be financially infeasible.

The project will lead to protection of the Whitewater River groundwater subbasin and the exceptional quality of groundwater in the area by extending public sewer service to an area of the City where no public sewer service exists. The availability of a public sewer system will ensure as development of vacant properties occur, connection of new buildings and structures are made to the public sewer system avoiding installation of OWTS or individual “package plant” treatment systems leading to individual discharge and percolation of treated wastewater within the subbasin.

Storm water runoff from the project site would follow the existing drainage system, generally flowing from the northwest to southeast. The project area has no receiving water bodies and all surface flow/runoff is subject to natural percolation only.

### ***ENVIRONMENTAL CONSEQUENCES***

The proposed project would not result in water quality impacts and would not contribute to total maximum daily loads (TMDLs) since the White Water River is not a 303d listed water body. Standard erosion control practices would be implemented to minimize soil erosion during and following construction activities. Permanent erosion and sedimentation control features may include, but would not be limited to, revegetation of disturbed ground surfaces to minimize erosion, and improvement of drainage facilities to handle excess runoff.

The proposed project extends public sewer service to the commercial and industrial area along Indian Canyon Drive at Garnet Avenue. The new sewer main extension will protect water quality of the Whitewater River groundwater subbasin as this sewer main will prevent untreated sewage from leaching into the groundwater.

Standard erosion control practices would be implemented to minimize soil erosion during and following construction activities. Typical measures used during construction include applications of water or dust palliatives during earthwork activities, fiber rolls for slope stability and sediment control, temporary construction entrances to prevent sediment tracking on paved surfaces, gravel bags, temporary concrete washouts for concrete spoils, contour grading, no work during high wind days, and haul road sealing. With implementation of measure WQ-1, the project is anticipated to have less than significant impacts to water quality

### **AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES**

The SWPPP and NPDES-compliant measures would ensure no adverse impacts would occur to water quality associated with the project.

**WQ 1** – Prior to and during construction, the City shall comply with the provisions of the General Construction Activity NPDES Permit, Order No. 99-08-DWQ, the Whitewater River Watershed Stormwater Management Plan, and the Municipal Code as they relate to construction activities for the project. This shall include preparation and implementation of an SWPPP. After completion of construction, all exposed disturbed soil areas will be stabilized prior to acceptance of the project.

#### **2.1.11 Land Use and Planning**

##### **REGULATORY SETTING**

The City of Palm Springs General Plan (2007) has several land use designations that overlay the site. Land north of the project area is designated as Business/Industrial. Within the project area, land west of Indian Canyon Drive through the northern and central portions of the project is designated as Watercourse. This designation encompasses the Whitewater River and is defined as the floodway area that transports floodwaters. Just north of the river, land east of the roadway is designated as Desert. This category identifies those areas intended to retain their natural resources. Within the Whitewater River, land east of the roadway is designated as Conservation. This designation identifies areas for preservation and public health and safety. At the southern end of the project, land east and west of Indian Canyon Drive is designated as Controlled Density Residential. Land south of the project area is designated as General Commercial and Controlled Density Residential.

##### **AFFECTED ENVIRONMENT**

The proposed sewer main is in conformance with the California Desert Conservation Area Plan (CDCA) and the CDCA Plan Amendment for the Coachella Valley (BLM 2002) land use plans.

I-10 in north-central Riverside County is an east-west-trending freeway that has minimal adjacent development in the northern portion of the Coachella Valley it traverses, except near intersecting streets. Several businesses, many of them freeway-oriented commercial enterprises, are located within the project area. Fast-food restaurants are located at the Indian Canyon Drive/Garnet Avenue intersection: Jack-in-the-Box on the southwest and Wendy's on the northwest. A Pilot gas station that services both automobiles and large trucks is attached to the Wendy's on the northwest side of this intersection. Across the street to the east is a Chevron gas station and a Del Taco. The southeast corner of the intersection is occupied by Palm Springs Motorsports. A welding company, the "Hole-in-the-Wall," with a distinctive spider sculpture, is located on the west side of the road, south of the Jack-in-the-Box. The City of Palm Springs General Plan shows this

area near the intersections of Garnet Avenue/Indian Canyon Drive and I-10/Indian Canyon Drive designated as Regional Business Center. Office, commercial, and industrial uses are all consistent with this land use designation.

A set of railroad tracks owned by the Union Pacific Railroad bisects the proposed project site. Located west of the proposed project site and south of the Union Pacific Railroad right-of-way is the Palm Springs Rail Station that has Amtrak service from the Sunset Limited and Texas Eagle trains. This unmanned station is accessed by Palm Springs Station Road. Immediately west of the proposed project site and north of the railroad tracks, the land use is designated Regional Business Center. South of the railroad tracks, the land use is designated Open Space. East of the proposed project site and north of the railroad tracks, the land use is designated Regional Business Center, Desert, and Open Space. South of the railroad tracks, the land use is designated Desert.

To the south of the project site, the Whitewater River area precludes the construction of structures. About 2.7 kilometers (1.7 miles) to the south of Palm Springs Station Road is residential land use.

New developments are proposed within the vicinity of the proposed project area, but not within the project area.

#### ***ENVIRONMENTAL CONSEQUENCES***

The Indian Canyon Drive Sewer Main Extension Project will have no permanent impacts on adjacent or surrounding land uses nor necessitate changes to land use designations; therefore, no impact to land use is anticipated.

#### ***AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES***

No impact.

### **2.1.12 Mineral Resources**

#### ***REGULATORY SETTING***

State law requires that the General Plan address the conservation, development, and utilization of natural resources, including minerals, oil and gas, geothermal, agricultural land, and timber, among others. Palm Springs lacks oil, gas, geothermal energy, and agriculture resources, and the forests of the Santa Rosa and San Jacinto Mountains are protected from logging. The two primary resources are minerals and energy potential... The State of California Geological Survey Mineral Resources Project provides the most recent and accurate information about mineral resources in Palm Springs and the surrounding area (Palm Springs 2007 General Plan).

### ***AFFECTED ENVIRONMENT***

The project area land and vicinity is classified as Aggregate Materials in the Palm Springs Production-Consumption Region.

### ***ENVIRONMENTAL CONSEQUENCES***

Palm Springs' primary mineral resource is sand and gravel. Other mineral commodities, such as precious minerals or rare earths, are not present in the project area nor likely in the City's boundaries. The project will not result in the loss of mineral resources; therefore, no impact to mineral resources is anticipated.

### ***AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES***

No impact.

## **2.1.13 Noise**

### ***REGULATORY SETTING***

The California Environmental Quality Act (CEQA) provides the broad basis for analyzing and abating noise effects. The intent of these laws is to promote the general welfare and to foster a healthy environment. If a proposed project is determined to have a significant noise impact under CEQA, then CEQA dictates that mitigation measures must be incorporated into the project unless such measures are not feasible.

### ***AFFECTED ENVIRONMENT***

There are no sensitive noise receivers (including commercial) adjacent to or within the proposed project area. Existing land uses in the vicinity of the project area include fast-food restaurants, a gas station, a welding company, and a furniture storage facility at the intersection of Indian Canyon Drive and Garnet Avenue, and a train station in the southwest portion of the study area. There are no parks or recreational areas in the proposed project area. There are also no schools, churches, libraries, or hospitals within the project area. The nearest sensitive receptor location is a hotel located on the frontage road north of I-10.

### ***ENVIRONMENTAL CONSEQUENCES***

Since there are no sensitive noise receptors within the project area, there would be no noise impacts associated with implementation of either alternative. Further, no noise is anticipated with operation of the sewer line and only temporary construction noise would be audible during placement of the sewer line. In order to minimize temporary noise disturbance, the project will implement NOI-1; therefore, the impacts are less than significant.

### ***AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES***

**NOI 1** – Construction noise will be consistent with the City of Palm Springs Noise Element which states the following:

- Construction is limited to between 7 a.m. and 7 p.m. weekdays and from 8 a.m. to 5 p.m. on Saturdays (on Sundays and holidays construction is prohibited).
- Construction activities will incorporate feasible and practical techniques which minimize the noise impacts on adjacent uses, such as the use of mufflers and intake silencers no less effective than originally equipped.
- The use of portable noise barriers for heavy equipment operations performed within 100 feet of existing residences will be constructed, or provides evidence as to why the use of such barriers is infeasible.

#### **2.1.14 Population and Housing**

##### ***REGULATORY SETTING***

The California Environmental Quality Act (CEQA) requires the analysis of a project's potential to induce growth. CEQA guidelines, Section 15126.2(d), require that environmental documents "...discuss the ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment...."

##### ***AFFECTED ENVIRONMENT***

Since much of the project is located within a floodplain, the central portion of the project area is restricted for growth and development. The southern end of the project has residential neighborhoods with an area south of Sunrise Parkway graded for future housing development.

##### ***ENVIRONMENTAL CONSEQUENCES***

Following implementation of the project, the pattern and rate of population and housing growth would be expected to remain consistent with that which is anticipated by existing plans for the area within the City of Palm Springs and County of Riverside General Plans. Furthermore, no new or expanded infrastructure, housing, or other similar permanent physical changes to the environment would be necessary as an indirect consequence of the proposed project. The proposed project would have no impact to population and housing.

##### ***AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES***

No impact.

#### **2.1.15 Public Services**

##### ***AFFECTED ENVIRONMENT***

The Palm Springs Fire Department and the Palm Springs Police Department serve the City and the project area. Neither service has a station within the project area with the nearest facility being the Palm Springs Fire Department Station 3 located at 590 E Racquet Club Road. The Desert Highlands Head Start school and several

parks are in the vicinity of the project on the south end near Tramview Road, however, these facilities are not within the project area.

***ENVIRONMENTAL CONSEQUENCES***

The project will have no temporary or permanent impacts to public services.

***AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES***

No impact.

**2.1.16 Recreation**

***AFFECTED ENVIRONMENT***

There is a community park located within the Desert Highland Gateway Estates community just southwest of the project area. The closest park is James O. Jesse Desert Highland Unity Center at Desert Highland Park located at 480 Tramview Road and out of the project area.

***ENVIRONMENTAL CONSEQUENCES***

The project would not impact any recreational facilities nor increase the use of existing parks; therefore, the proposed project would have no impact on recreation.

***AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES***

No impact.

**2.1.17 Transportation**

***AFFECTED ENVIRONMENT***

Indian Canyon Drive is a major access route between the Cities of Palm Springs and Desert Hot Springs. Construction will take place in the vicinity of the roadway; temporary impacts to traffic will occur during construction of the project.

***ENVIRONMENTAL CONSEQUENCES***

Project construction will temporarily conflict with traffic, but will not disrupt public transit, or impede emergency access. With implementation of TRA-1 and TRA-2, the project would minimize any potential traffic conflicts; therefore, the project would have a less than significant impact to transportation.

***AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES***

**TRA-1-** The City right-of-way and project area shall be kept clean of debris, with dust and other nuisances being controlled, at all times. The method of street cleaning shall be dry sweeping of all paved areas. There will be no stockpiling of

construction materials within the City right-of-way without the permission of the inspector.

**TRA-2-** The City will incorporate traffic control plans as part of the project that will provide for traffic safety within any work zone.

### **2.1.18 Tribal Cultural Resources**

#### ***REGULATORY SETTING***

Under CEQA, a Project may have a significant effect on the environment if the Project could result in a substantial adverse change in the significance of a historical resource, meaning the physical demolition, destruction, relocation, or alteration of the resource would be materially impaired. This would include any action that would demolish or adversely alter the physical characteristics of an historical resource that convey its historic significance and qualify it for inclusion in the California Register or in a local register or survey that meets the requirements of PRC Section 5020.1(l) and 5024.1(g). PRC Section 5024 also requires state agencies to identify and protect state-owned resources that meet National Register of Historic Place (National Register) listing criteria. Sections 5024(f) and 5024.5 require state agencies to provide notice to and consult with the State Historic Preservation Officer (SHPO) before altering, transferring, relocation, or demolishing state-owned historical resources that are listed on or are eligible for inclusion in the National Register or are registered or eligible for registration as California Historical Landmarks.

CEQA and the CEQA Guidelines also recommend provisions be made for the accidental discovery of archaeological sites, historical resources, or Native American human remains during construction (PRC Section 21083.2(i) CCR Section 15064.5[d and f]).

#### ***AFFECTED ENVIRONMENT***

The project area is highly disturbed by grading, construction, utility installations, and vehicular use. Evidence of pedestrian and off-highway vehicle activity exists throughout the project area. Based on a records search, no prehistoric or historic archaeological sites were identified within the project area.

#### ***ENVIRONMENTAL CONSEQUENCES***

There are no known impacts to tribal cultural resources, however, the measures below will be implemented should cultural materials be discovered during construction; therefore, the project will have no impact to tribal cultural resources.

**AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES**

The following measures can also be found under Section 2.1.5 for Cultural Resources; however, they are repeated here to ensure they are implemented during construction to avoid and minimize impacts to tribal cultural resources:

**CR 1-** If cultural materials are discovered during construction, all earth-moving activity within and around the immediate discovery area will be diverted until a qualified archaeologist can assess the nature and significance of the find.

**CR 2-** If human remains are discovered, State Health and Safety Code Section 7050.5 states that further disturbances and activities shall cease in any area or nearby area suspected to overlie remains, and the County Coroner contacted. Pursuant to Public Resources Code Section 5097.98, if the remains are thought to be Native American, the coroner will notify the Native American Heritage Commission (NAHC) who will then notify the Most Likely Descendent (MLD). At this time, the City will work with the MLD on the respectful treatment and disposition of the remains. Further provisions of PRC 5097.98 are to be followed as applicable.

**2.1.19 Utilities and Service Systems**

***AFFECTED ENVIRONMENT***

A 69- kV overhead transmission line is located east of and parallel to Indian Canyon Drive within the proposed project limits. No other water or telecommunication utilities would be affected by this project. A public sewer line exists at the south end of the project area.

***ENVIRONMENTAL CONSEQUENCES***

No permanent impacts to public utilities are anticipated. The project will not generate substantial solid waste during construction. The project proposes to connect to an existing public sewer main located in Indian Canyon Drive at Tramview Road and extend the sewer main to Garnet Avenue. Prior to construction, the project will implement UT-1 below to ensure any potential impacts to existing utility lines are avoided; therefore, the project will have a less than significant impact to utilities and service systems.

**AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES**

**UT-1-** The exact locations of underground utilities will be determined and verified prior to commencing work. All concerned utility companies will be notified at least 48 hours in advance of excavation.



### **2.1.20 Wildfire**

#### ***AFFECTED ENVIRONMENT***

The project area consists of sand and gravel with a very slight slope and little vegetation. The project area is not in a state responsibility areas or lands classified as very high fire hazard severity zone.

#### ***ENVIRONMENTAL CONSEQUENCES***

The Indian Canyon Drive Sewer Main Extension Project and associated construction would have no impact to risks associated with wildfire in the area. The project is not within a state responsibility areas or lands classified as very high fire hazard severity zone; therefore, the project would have no impact to wildfire.

#### ***AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES***

No impact.

### **2.1.21 Mandatory Findings of Significance**

The Project **does not** have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory; nor have impacts that are individually limited, but cumulatively considerable; nor have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly. Therefore, there are no significant determinations for mandatory findings of significance.

## **Chapter 3**      Comments and Consultation

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The CEQA document has been circulated to the following agencies for public review and comment.

- California Department of Fish & Wildlife
- California Historical Resources Information System
- California Native Plant Society
- California Office of Emergency Services
- Federal Emergency Management Agency
- U.S. Fish & Wildlife Service

Any comments received during public circulation will be included in Final IS/MND along with responses.

## Chapter 4      References

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California Air Resources Board. California Air Basin Map. Available at: <https://ww3.arb.ca.gov/ei/maps/statemap/abmap.htm>

City of Palm Springs, CA. General Plan. Available at: <https://www.palmspringsca.gov/government/departments/planning/general-plan>

Coachella Valley MSHCP. Available at: <http://www.cvmshcp.org/>

Department of Conservation. California Important Farmland Finder. Available at: <https://maps.conservation.ca.gov/DLRP/CIFF/>

Department of Conservation. CGS Information Warehouse: Mineral Land Classification. Available at: <https://maps.conservation.ca.gov/cgs/informationwarehouse/mlc/>

Department of Conservation. Farmland Mapping & Monitoring Program. Available at: <https://www.conservation.ca.gov/dlrp/fmmp>

Department of Conservation. Fault Activity Map of California (2010). Available at: <https://maps.conservation.ca.gov/cgs/fam/>

Department of Toxic Substances Control. EnviroStor. Available at: <https://www.envirostor.dtsc.ca.gov/public/map/>

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Palm Springs Municipal Code. Palm Springs, California. Available at: <http://www.qcode.us/codes/palmsprings/>

State Water Resources Control Board. GeoTracker. Available at: <https://geotracker.waterboards.ca.gov/map/>

State Water Resources Control Board. Impaired Water Bodies. Available at: [https://www.waterboards.ca.gov/water\\_issues/programs/tmdl/integrated2014\\_2016.shtml](https://www.waterboards.ca.gov/water_issues/programs/tmdl/integrated2014_2016.shtml)

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## Appendix A CEQA Checklist

This checklist identifies physical, biological, social, and economic factors that might be affected by the proposed Project. Potential impact determinations include Potentially Significant Impact, Less Than Significant With Mitigation Incorporated, Less Than Significant Impact, and No Impact. In many cases, background studies performed in connection with a Project will indicate that there are no impacts to a particular resource. A No Impact answer reflects this determination. The questions in this checklist are intended to encourage the thoughtful assessment of impacts and do not represent thresholds of significance.

“No Impact” determinations in each section are based on the scope, description, and location of the proposed Project and no further discussion is included in this document.

### Aesthetics

Except as provided in Public Resources Code Section 21099:

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### Agriculture and Forest Resources

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and the forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## Air Quality

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non- attainment under an applicable federal or state ambient air quality standard?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## Biological Resources

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game U.S. Fish and Wildlife Service, or NOAA Fisheries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## Cultural Resources

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

## Energy

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during Project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## Geology and Soils

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Expose people or structures to 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>



## Greenhouse Gas Emissions

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

## Hazards and Hazardous Materials

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project result in a safety hazard or excessive noise for people residing or working in the Project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## Hydrology and Water Quality

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such the Project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
(i) result in substantial erosion or siltation on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(iv) impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to Project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## Land Use and Planning

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## Mineral Resources

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## Noise

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project expose people residing or working in the Project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## Population and Housing

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## Public Services

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## Recreation

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Would the Project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the Project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## Transportation

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Would the Project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## Tribal Cultural Resources

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

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## Utilities and Service Systems

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a determination by the wastewater treatment provider which serves or may serve the Project that it has adequate capacity to serve the Project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## Wildfire

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

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose Project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## Mandatory Findings of Significance

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

## **Appendix B      Construction Emissions Model**

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Road Construction Emissions Model, Version 8.1.0

Daily Emission Estimates for -> Indian Canyon Drive Sewer Main Project																																																							
Project Phases (Pounds)	ROG (lbs/day)	CO (lbs/day)	NOx (lbs/day)	Total PM10 (lbs/day)	Exhaust PM10 (lbs/day)	Fugitive Dust PM10 (lbs/day)	Total PM2.5 (lbs/day)	Exhaust PM2.5 (lbs/day)	Fugitive Dust PM2.5 (lbs/day)	SOx (lbs/day)	CO2 (lbs/day)	CH4 (lbs/day)	N2O (lbs/day)	CO2e (lbs/day)																																									
Grubbing/Land Clearing	0.00	0.00	0.00	5.00	0.00	5.00	1.04	0.00	1.04	0.00	0.00	0.00	0.00	0.00																																									
Grading/Excavation	0.00	0.00	0.00	5.00	0.00	5.00	1.04	0.00	1.04	0.00	0.00	0.00	0.00	0.00																																									
Drainage/Utilities/Sub-Grade	0.00	0.00	0.00	5.00	0.00	5.00	1.04	0.00	1.04	0.00	0.00	0.00	0.00	0.00																																									
Paving	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00																																									
Maximum (pounds/day)	0.00	0.00	0.00	5.00	0.00	5.00	1.04	0.00	1.04	0.00	0.00	0.00	0.00	0.00																																									
Total (tons/construction project)	0.00	0.00	0.00	0.09	0.00	0.09	0.02	0.00	0.02	0.00	0.00	0.00	0.00	0.00																																									
Notes: Project Start Year -> 2020																																																							
Project Length (months) -> 2																																																							
Total Project Area (acres) -> 2																																																							
Maximum Area Disturbed/Day (acres) -> 0.25																																																							
Water Truck Used? -> No																																																							
<table><tr><td colspan="2">Total Material Imported/Exported Volume (yd³/day)</td><td colspan="4">Daily VMT (miles/day)</td></tr><tr><td>Phase</td><td>Soil</td><td>Asphalt</td><td>Soil Hauling</td><td>Asphalt Hauling</td><td>Worker Commute</td><td>Water Truck</td></tr><tr><td>Grubbing/Land Clearing</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td></tr><tr><td>Grading/Excavation</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td></tr><tr><td>Drainage/Utilities/Sub-Grade</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td></tr><tr><td>Paving</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td></tr></table>															Total Material Imported/Exported Volume (yd³/day)		Daily VMT (miles/day)				Phase	Soil	Asphalt	Soil Hauling	Asphalt Hauling	Worker Commute	Water Truck	Grubbing/Land Clearing	0	0	0	0	0	0	Grading/Excavation	0	0	0	0	0	0	Drainage/Utilities/Sub-Grade	0	0	0	0	0	0	Paving	0	0	0	0	0	0
Total Material Imported/Exported Volume (yd³/day)		Daily VMT (miles/day)																																																					
Phase	Soil	Asphalt	Soil Hauling	Asphalt Hauling	Worker Commute	Water Truck																																																	
Grubbing/Land Clearing	0	0	0	0	0	0																																																	
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Drainage/Utilities/Sub-Grade	0	0	0	0	0	0																																																	
Paving	0	0	0	0	0	0																																																	
PM10 and PM2.5 estimates assume 50% control of fugitive dust from watering and associated dust control measures if a minimum number of water trucks are specified.																																																							
Total PM10 emissions shown in column F are the sum of exhaust and fugitive dust emissions shown in columns G and H. Total PM2.5 emissions shown in Column I are the sum of exhaust and fugitive dust emissions shown in columns J and K.																																																							
CO2e emissions are estimated by multiplying mass emissions for each GHG by its global warming potential (GWP), 1 , 25 and 298 for CO2, CH4 and N2O, respectively. Total CO2e is then estimated by summing CO2e estimates over all GHGs.																																																							
Total Emission Estimates by Phase for -> Indian Canyon Drive Sewer Main Project																																																							
Project Phases (Tons for all except CO2e. Metric tonnes for CO2e)	ROG (tons/phase)	CO (tons/phase)	NOx (tons/phase)	Total PM10 (tons/phase)	Exhaust PM10 (tons/phase)	Fugitive Dust PM10 (tons/phase)	Total PM2.5 (tons/phase)	Exhaust PM2.5 (tons/phase)	Fugitive Dust PM2.5 (tons/phase)	SOx (tons/phase)	CO2 (tons/phase)	CH4 (tons/phase)	N2O (tons/phase)	CO2e (MT/phase)																																									
Grubbing/Land Clearing	0.00	0.00	0.00	0.01	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00																																									
Grading/Excavation	0.00	0.00	0.00	0.04	0.00	0.04	0.01	0.00	0.01	0.00	0.00	0.00	0.00	0.00																																									
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Paving	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00																																									
Maximum (tons/phase)	0.00	0.00	0.00	0.04	0.00	0.04	0.01	0.00	0.01	0.00	0.00	0.00	0.00	0.00																																									
Total (tons/construction project)	0.00	0.00	0.00	0.09	0.00	0.09	0.02	0.00	0.02	0.00	0.00	0.00	0.00	0.00																																									
PM10 and PM2.5 estimates assume 50% control of fugitive dust from watering and associated dust control measures if a minimum number of water trucks are specified.																																																							
Total PM10 emissions shown in column F are the sum of exhaust and fugitive dust emissions shown in columns G and H. Total PM2.5 emissions shown in Column I are the sum of exhaust and fugitive dust emissions shown in columns J and K.																																																							
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The CO2e emissions are reported as metric tons per phase.																																																							