INITIAL STUDY

FOR THE

MISSION SPRINGS WATER DISTRICT STREET IMPROVEMENTS FOR THE REGIONAL WASTEWATER RECLAMATION FACILITY PROJECT

Prepared for:

Mission Springs Water District
66575 Second Street
Desert Hot Springs, CA 92240

Prepared by:

Tom Dodson & Associates
P.O. Box 2307
San Bernardino, California 92406
(909) 882-3612

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LIST OF ABBREVIATIONS AND ACROYNMS

°F	Fahrenheit
AAQS	Ambient Air Quality Standards
AB	Assembly Bill
ACBCI	Agua Caliente Band of Cahuilla Indians
AF	acre feet
AF	Acre Feet
AFY	acre feet per year
AKA	also known as
amsl	above mean sea level
APE	Area of Potential Effect
APN	Assessor's Parcel Number
AQMD	Air Quality Management District
AQMP	Air Quality Management Plan
ARB	Air Resources Board
ASTM	American Society for Testing and Materials
BACMs	Best Available Control Measures
bgs	belowground surface
BMPs	Best Management Practices
BPELS	Building and Professions Code Sections
BRA	Biological Resources Assessment
BUOW	Burrowing Owl
C	Commercial
C-BP	Commercial Business Park
C-H	Commercial Highway
C&D	construction and demolition
C_2Cl_4	perchloroethylene
C_2H_4O	acetaldehyde
C_4H_6	1,3-butadiene
C_6H_6	benzene
CAA	Clean Air Act
CAAA	Clean Air Act Amendment
CAAQS	California Ambient Air Quality Standards
CAL FIRE	California Department of Forestry and Fire Protection
CalEEMod	California Emissions Estimator Model
CALGreen	California Green Building Standards Code
CAP	Climate Action Plan
CAPCOA	California Air Pollution Control Officers Association
CARB	California Air Resources Board
CBC	California Building Code
CCAR	California Climate Action Registry

CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CH_2O	formaldehyde
CH_4	methane
CHRIS	California Historical Resources Information System
CNEL	Community Noise Equivalent Level
CNPS	California Native Plant Society
CO	Carbon Monoxide
CO_2	carbon dioxide
COA	Conditions of Approval
COCs	constituents of concern
Corps	U.S. Army Corps of Engineers
CRECs	controlled recognized environmental conditions
CRHR	California Register of Historical Resources
CRMP	Cultural Resource Management Plan
CVMSHCP	Coachella Valley Multiple Species Habitat Conservation Plan
CVWD	Coachella Valley Water District
CWA	Clean Water Act
CY	cubic yard
dB	decibel
dBA	A-weighted decibel
DDW	Division of Drinking Water
DPM	diesel particulate matter
DTSC	Department of Toxic Substance Control
DWA	Desert Water Agency
DWR	Department of Water Resources
EAP	Energy Action Plan
EIR	Environmental Impact Report
EO	Executive Orders
EPA	Environmental Protection Agency
ESA	Environmental Site Assessment
FE	Federally Endangered
FEMA	Federal Emergency Management Agency
FGC	Fish & Game Code
FHSZ	Fire Hazard Severity Zone
FIRM	Flood Insurance Rate Maps
FT	Federal Threatened
FTA	Federal Transit Association
GCC	Global Climate Change
GHG	Greenhouse Gas
gpm	gallons per minute
GSA	Groundwater Sustainability Agencies
GSP	Groundwater Sustainability Plans
HCP	Habitat Conservation Plan
HFCs	hydrofluorocarbons
hP	horse power

HREC	historical recognized environmental conditions
HSA	Hydrologic Sub-Area
HSC	Health and Safety Code
I	Industrial
I-10	Interstate 10
I-L	Industrial Light
in/sec	inches per second
IWA	Indio Water Authority
km	kilometers
kWh	kilowatt hour
lbs./day	Pounds Per Day
Leq	equivalent continuous sound level
LF	lineal feet
LRA	Local Responsibility Area
LSA	Lake or Streambed Alteration
LST	Localized Significance Thresholds
LUCI	Governor's Office of Land Use and Climate Innovation
LUST	Leaking Underground Storage Tank
MBTA	Migratory Bird Treaty Act
MCL	maximum contamination level
MLD	Most Likely Descendant
MM	Mitigation Measure
MND	Mitigated Negative Declaration
MRZ	Mineral Resource Zone
MSHCP	Multi-Species Habitat Conservation Plan
MSWD	Mission Springs Water District
MT	Metric Ton
$MTCO_2e/yr$	Metric Tons of CO_2 equivalent per year
N_2O	nitrous oxide
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NBP	Nesting Bird Plan
NCCP	Natural Community Conservation Plan
No.	Number
NO2 or NOx	Nitrogen Dioxide
NOI	Notice of Intent
NPDES	National Pollutant Discharge Elimination System
NRCS	National Resource Conservation Service
NWI	National Wetlands Inventory
O3	Ozone
OPR	Governor's Office of Planning and Research
OS	Open Space
Pb	Lead
PFCs	perfluorocarbons
PM 10	Fine Particulate Matter
PM 2.5	Fine Particulate Matter

ppm	parts per million
PPV	peak particle velocity
PRC	Public Resource Code
PV	Photovoltaic
R	Refrigerants
R-RD	Residential Rural Desert
RCFD	Riverside County Fire Department
RECs	recognized environmental conditions
ROG	reactive organic gases
ROW	Rights-of-Way
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy
RWQCB	Colorado River Basin Regional Water Quality Control Board
RWRF	Regional Wastewater Reclamation Facility
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCCIC	South Central Coastal Information Center
SCE	Southern California Edison
SEAs	Significant Ecological Areas
SF_6	sulfur hexafluoride
SGMA	Sustainable Groundwater Management Act
SGMP	Sustainable Groundwater Management Plan
SLF	Sacred Land File
SO2	Sulfur Dioxide
SOI	Secretary of Interior
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TAC	Toxic Air Contaminants
TCR	Tribal Cultural Resources
TGA	Trip Generation Assessment
THPO	Tribal Historic Preservation Office
USACE	United States Army Corps of Engineers
USDA	U.S. Department of Agriculture
USEPA	U.S. Environmental Protection Agency
USFWS	U.S. Fish and Wildlife Service
USGS	U.S. Geological Survey
UWMP	Urban Water Management Plan
VdB	vibration-velocity decibel
VES	Vapor Encroachment Screen
VMT	vehicle miles traveled
VOCs	Volatile Organic Compounds
vph	vehicles per hour
WOTUS	Waters of the United States
WQMP	Water Quality Management Plan
ZNE	Zero Net Energy

ENVIRONMENTAL CHECKLIST

Project Title	Street Improvements for the Regional Wastewater Reclamation Facility Project
Lead Agency Name	Mission Springs Water District
Address	66575 Second Street, Desert Hot Springs, CA 92240
Contact Person	Brian E. Macy, General Manager
Phone Number	(760) 329-6448
Email	bmacy@mswd.org

Project Location

The Mission Springs Water District (MSWD or District) service area is located in southern California within the northwestern portion of the Coachella Valley. The project will occur within various compacted dirt roadways located north, east, and south of the Nancy Wright Regional Wastewater Reclamation Facility along 19th Avenue, Little Morongo Road, and 20th Avenue. The roadway improvements would occur only along the northern, western, and southern boundaries of MSWD's Nancy Wright Regional Wastewater Reclamation Facility. The project is located within the USGS Topo 7.5-minute map for Desert Hot Springs, CA, and is located in Section 14, Township 3 South and Range 4 East. The approximate GPS coordinates of the project area are 33.907441°, -116.529286°. Refer to **Figures 1 and 2** for the regional and site location maps.

Project Sponsor Name	Mission Springs Water District
Address	66575 Second Street, Desert Hot Springs, CA 92240
Land Use Designation	N/A (Roadway Improvements)
Zoning Classification	N/A (Roadway Improvements)

Project Description

Introduction

Mission Springs Water District (MSWD or District) provides water and sewer services to the communities of Desert Hot Springs, West Garnet, North Palm Springs, and various portions of unincorporated Riverside County. In August of 2019, MSWD certified the Environmental Impact Report (EIR) for the West Valley Water Reclamation Program, which consisted of constructing municipal wastewater collection and treatment systems that would facilitate the elimination of individual septic systems that overlie the Mission Creek aquifer. The West Valley Water Reclamation Program consisted of three components: construction of a wastewater treatment plant (the Nancy Wright Regional Wastewater Reclamation Facility [Wright RWRF]), construction of a conveyance system connecting existing sewered areas to the Wright RWRF, and construction of a collection system for the GQPP Area M2 (to be served by the Wright RWRF). As part of

the District's continued development of the Wright RWRF, the City of Desert Hot Springs conditioned the District to complete paving of the compacted dirt roadways that serve the site. Thus, the District will serve as the California Environmental Quality Act (CEQA) lead agency for the proposed project, which would involve installation of asphalt pavement along the Wright RWRF's boundaries on 19th Avenue, Little Morongo Road, and 20th Avenue. The proposed roadway segments are illustrated on **Exhibit 1,** shown below.

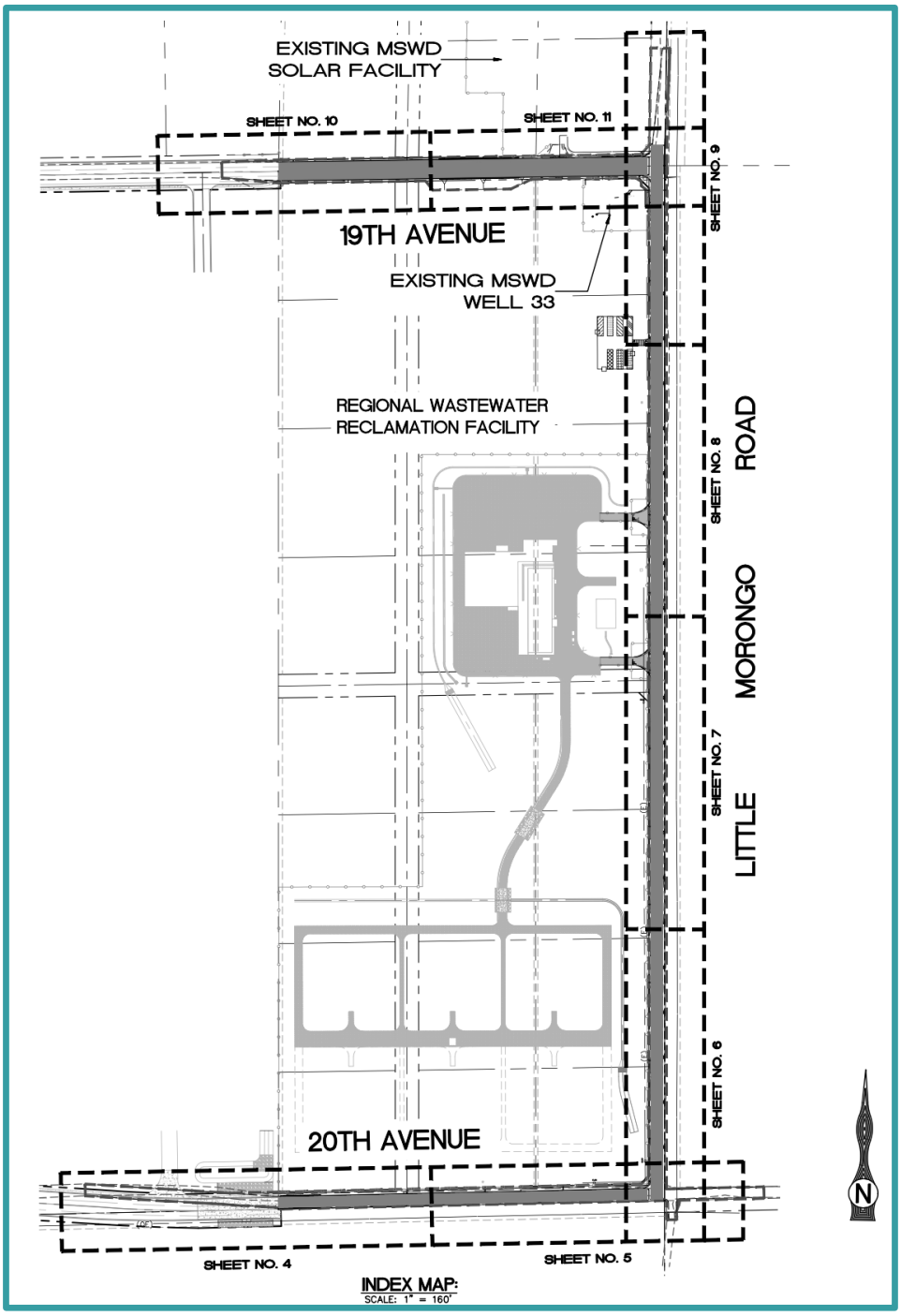


Exhibit 1: Project Site Plan Overview

Project Description

The proposed project involves the installation of 1.08 miles or 5,700 LF of paved roadway along the boundaries of the District's Wright RWRF, in place of the existing roadway condition, which is simply compacted dirt. The project plans are provided as **Appendix 1** to this document. The purpose of the project is to improve the paved roadway network in the City of Desert Hot Springs to accommodate the Wright RWRF's development, reduce fugitive dust generation from automobiles traveling on the existing dirt roadways, and enhance access to future development in the area that may be served by these roadway improvements.

The roadways would be 24-32 feet in width, with the whole of the right-of-way (ROW) to be 44 to 60 feet in width, accommodating curb, and gutter and sidewalk construction within the additional 12 feet of ROW. The intersection at Little Morongo Road and 20th Avenue (**Figures 4 and 5**), as well as at Little Morongo Road and 19th Avenue (**Figures 6 and 7**) would require installation of stop signs. The stop signs and other signage will be developed in conformance with City of Desert Hot Springs requirements.

The roadway itself will consist of 6 inches of class II aggregate base course, over 12 inches of compacted native soil that will then be paved over with 4.5 inches of asphalt concrete. Sidewalk, and curb and gutter, would be installed utilizing concrete.

Mission Creek is also to the east of Little Morongo Road, and the roadway will be designed to avoid the Mission Creek drainage, as it has historically. In order to maintain flows running south at the intersection of Little Morongo Road and 20th Avenue, the proposed vertical street profile design along 20th is continuing the existing high point at approx. 150-feet east of Little Morongo Road.

Construction Scenario

About 5,700 lineal feet of roadway (1.08 miles) would be installed over a period of 4 months. The proposed construction will consist of the following:

Road Clearing: Clearing and grubbing shall include the removal and disposal of interfering shrubs, bushes, stumps and other vegetation including roots whether removed in their entirety or just trimmed portions, miscellaneous rocks and debris and shrub trimming as required along entire street length behind new and/or existing curb or edge of pavement, relocation of existing fences, signs, pull boxes. Clearing and grubbing shall also include, the adjustment of all existing boxes, valve covers, and manholes, such as water, sewer, electrical pull boxes and conduit, valve boxes.

Subgrade Construction: Prior to the placement of the aggregate base, the native subgrade material shall be scarified to a depth of 12-inches minimum and re-compacted to 95% relative compaction to provide a stable foundation for the asphalt concrete. After the native subgrade is prepared, class II aggregate base shall be placed, shaped, graded and compacted to the lines, grades and depth required to construct a straight graded street section. Water shall be applied to ensure proper moisture content at the time of grading and compaction.

Curb and Gutter Installation: New concrete curb and gutters and cross gutters shall be constructed to provide a proper flow line with the asphalt concrete to maintain existing drainage flow paths as indicated

on the plans.

Asphalt Concrete Paving: The Contractor shall use a paving machine for the placement of the asphalt concrete. The asphalt paving machine shall be equipped with a hydraulically extendable variable width screed with heating and vibration for uniform compaction and surface texture over the entire width of the paving mat. The standard screed width shall be ten-feet (10'), capable of extension to at least 12-feet. The initial breakdown rolling and the finished rolling shall be accomplished with a two-axle tandem roller, minimum 8 to 10 tons. Upon completion, the pavement surface shall be true to grade and cross section, in accordance with plans. New pavement markers shall be placed in conformance with the provisions of Caltrans Standard Specifications and as indicated on plans.

Construction Equipment: It is anticipated that the proposed construction will include one or more of the following: bull dozer, hydro-hammer, front-end loader, dump truck, water truck, and service truck. Other major pieces of equipment to be engaged during construction will include one or more of the following: pavement grinder and saw cut machines, earth excavators, backhoe, grader, compaction equipment, two-axle tandem roller, asphalt paving machine and delivery vehicles for deposit of aggregate base and asphalt concrete and Portland cement concrete.

The total excavation volume will be around 7,000 cubic yards, the total fill volume of around 3,000 cubic yards. This will generate approximately 4,000 cubic yards of excess material that will be exported off site. It is anticipated that said excess soils will be deposited at the Wright RWRF or other approved nearby site and treated with appropriate long-term dust suppression measures.

Up to 15 persons would be working the construction site per day, though the number of construction workers required will range from 8 to 15 persons per day.

Surrounding land uses and setting:

The proposed project is located in a relatively undeveloped portion of the City of Desert Hot Springs, with the surrounding area consisting of disturbed Sonoran mixed woody and succulent scrub habitat. Mission Creek is also to the east of Little Morongo Road, and the Nancy Wright RWRF construction was completed in June 2024 and is adjacent to the proposed roadway alignments. The land uses surrounding the roadways are shown in Table 1, below.

Table 1: Surrounding Land Uses

Location	Existing Land Use	Land Use Category	Zoning Classification
North	Solar Array (MSWD Owned)	Industrial (I)(Cannabis Overlay)	Industrial Light (I-L)
South	Vacant	Commercial (C)	Commercial Highway (C-H)
East	Vacant / Mission Creek	Residential Rural Desert (R-RD) and Open Space (OS)	Residential Rural Desert (R-RD)
West	Vacant	Industrial (I)(Cannabis Overlay)	Commercial Business Park (C-BP)

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

If listed species are involved, the U.S. Fish and Wildlife Service and/or California Department of Fish and Wildlife (CDFW) may have to issue incidental take permits or permits may be obtained under the Multi-Species Habitat Conservation Plan (MSHCP). The Corps of Engineers, CDFW and Colorado River Basin Regional Water Quality Control Board (RWQCB) may need to participate in review of any discharge of fill into or alteration of a streambed. The whole of the project does not meet the threshold for a General Construction National Pollutant Discharge Elimination System (NPDES) permit, as the project will disturb approximately less than one acre. The proposed project will require encroachment permits from the City to construct the paved roadway.

Assembly Bill 52 Consultation

Have California Native American tribes traditionally and cultural affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, has consultation begun?[1]

AB 52 consultation letters were sent on December 2, 2024 to the only tribe that has requested construction from the District: Agua Caliente Band of Cahuilla Indians. The Tribe responded on January 2, 2025 requesting several items, as well as the following actions to be carried out during ground disturbing activities:

(a) The presence of an approved Agua Caliente Native American Cultural Resource Monitor(s) during any ground disturbing activities (including archaeological testing and surveys). Should buried cultural deposits be encountered, the Monitor may request that destructive construction halt and the Monitor shall notify a Qualified Archaeologist (Secretary of the Interior's Standards and Guidelines) to investigate and, if necessary, prepare a mitigation plan for submission to the State Historic Preservation Officer and the Agua Caliente Tribal Historic Preservation Office.
(b) The presence of an archaeologist that meets the Secretary of Interior's standards during any ground disturbing activities.

The District has included mitigation measures to address these requests, and has provided or will provide the requested materials to the Tribe.

[1] Note: Conducting consultation early in the CEQA process allows tribal governments, lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process. (See Public Resources Code section 21083.3.2.) Information may also be available from the California Native American Heritage Commission's Sacred Lands File per Public Resources Code section 5097.96 and the California Historical Resources Information System administered by the California Office of Historic Preservation. Please also note that Public Resources Code section 21082.3(c) contains provisions specific to confidentiality.

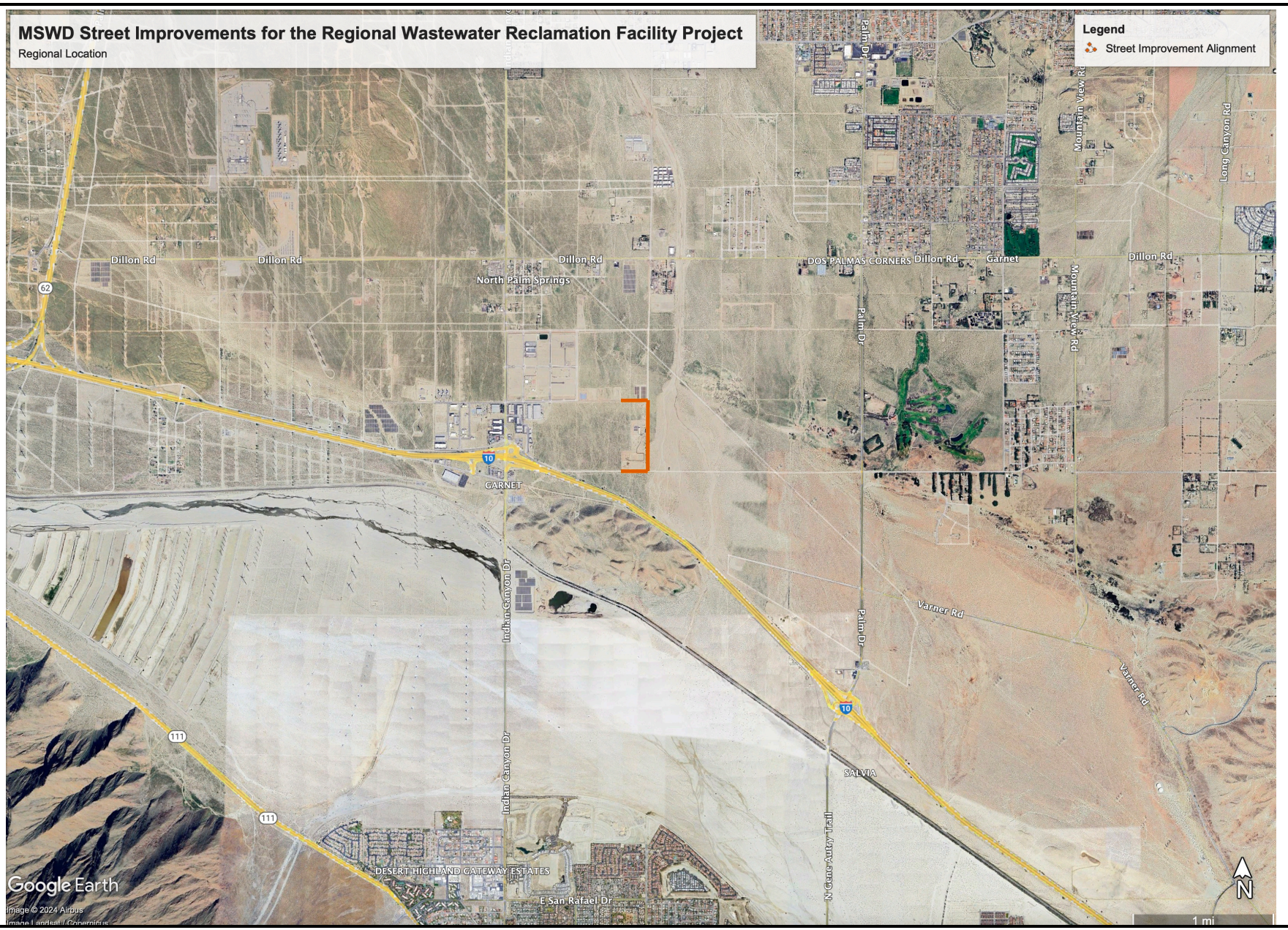


FIGURE 1

Tom Dodson & Associates
Environmental Consultants

Regional Project Location

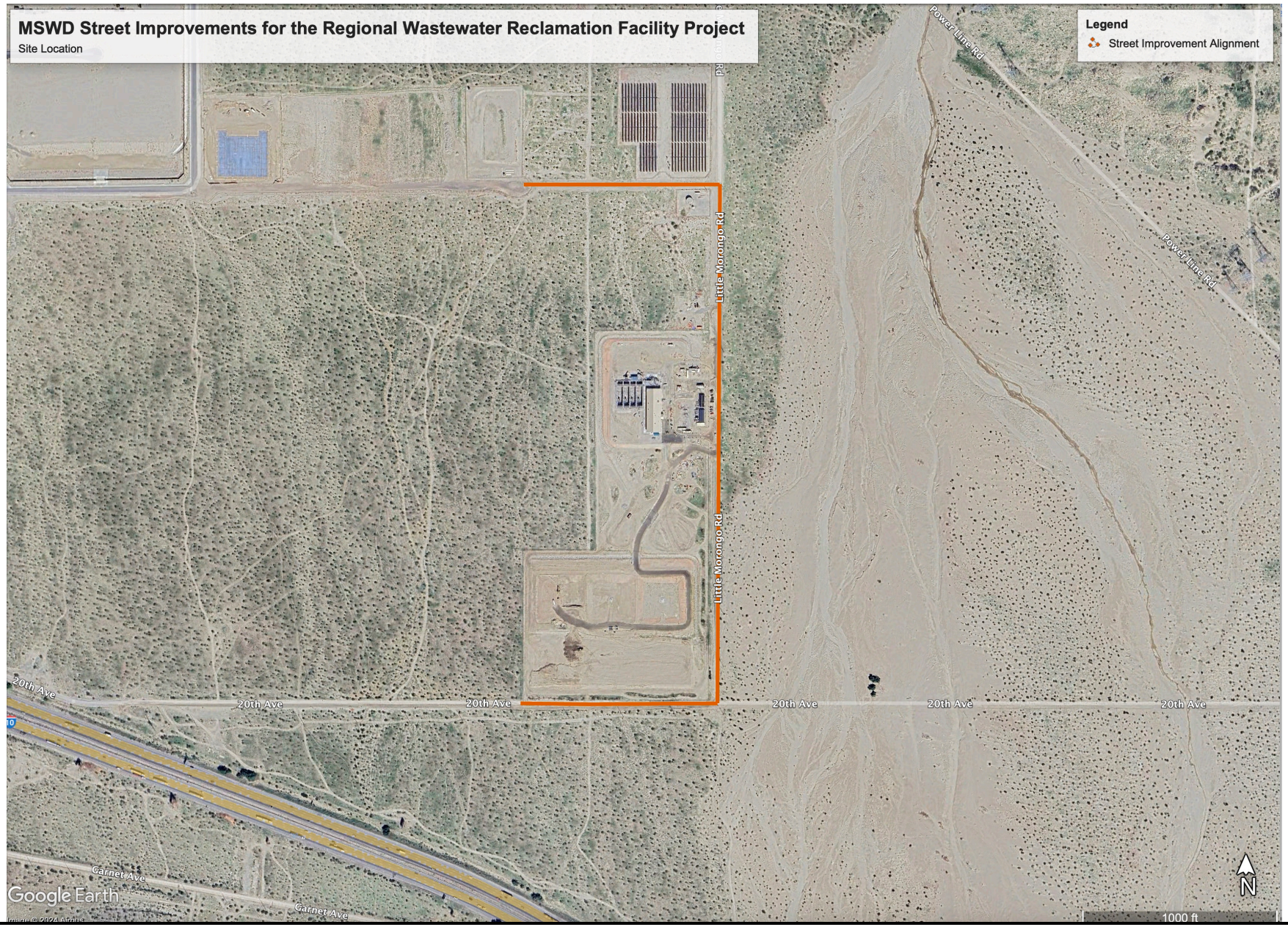


FIGURE 1

Tom Dodson & Associates
Environmental Consultants

Site Location

LEGEND OF SYMBOLS & ABBREVIATIONS:

FH	EXISTING FIRE HYDRANT	Δ	DELTA
A	EXISTING AIR VALVE	E OR ELEC	ELECTRICAL
WV	EXISTING WATER VALVE	EC	END OF CURVE
PP	EXISTING POWER POLE	ECR	END CURB RETURN
	EXISTING EDGE OF PAVEMENT	EL OR ELEV	ELEVATION
MH	EXISTING MANHOLE	EG	EXISTING GROUND
	EXISTING SURVEY CONTROL	EVC	END VERTICAL CURVE
RW	EXISTING RIGHT-OF-WAY	EX	EXISTING
	EXISTING STREET CENTERLINE	FG	FINISHED GRADE
	EXISTING CURB AND GUTTER	FH	FIRE HYDRANT
	EXISTING CURB OR AC BERM	FL	FLOW LINE
	EXISTING EDGE OF UNPAVED ROAD	FS	FINISH SURFACE
	EXISTING EDGE OF PAVED ROAD	GB	GRADE BREAK
	EXISTING CHAIN LINK FENCE	HP	HIGH POINT
	EXISTING WROUGHT IRON FENCE	L	LENGTH
	PROPOSED CURB AND GUTTER	LF	LINEAR FEET
	PROPOSED EDGE OF UNPAVED ROAD	LT	LEFT
FH	PROPOSED FIRE HYDRANT	MIN	MINIMUM
A	PROPOSED AIR VALVE	MH	MANHOLE
	PROPOSED EDGE OF PAVEMENT	MVC	MIDDLE OF VERTICAL CURVE
	PROPOSED STREET SIGN	N.T.S.	NOT TO SCALE
RW	PROPOSED RIGHT-OF-WAY	PCC	PORTLAND CEMENT CONCRETE
	PROPOSED EDGE OF PAVED ROAD	PI	POINT OF INTERSECTION
	PROPOSED CHAIN LINK FENCE	PL OR ℄	PROPERTY LINE
	PROPOSED DOUBLE YELLOW STRIPING	PROP	PROPOSED
	PROPOSED CENTER LINE STRIPING	PRC	POINT OF REVERSE CURVE
-(W)-	EXISTING WATER LINE	RT	RIGHT
-(SS)-	EXISTING SEWER LINE	R/W	RIGHT OF WAY
-(E)-	ELECTRIC LINE	S	SLOPE
-(OE)-	OVERHEAD ELECTRIC LINE	SCE	SOUTHERN CALIFORNIA EDISON
ABAND	ABANDON	SHT	SHEET
AC	ASPHALT CONCRETE	SMH	SEWER MANHOLE
AP	ANGLE POINT	SS	SANITARY SEWER
BC	BEGINNING OF CURVE	STA	STATION
BCR	BEGIN CURB RETURN	TC	TOP OF CURB
BVC	BEGIN VERTICAL CURVE	TYP	TYPICAL
BW	BACK OF WALK	VPI	VERTICAL POINT OF INTERCEPTION
CL	CENTERLINE	WTR OR W	WATER
CF	CURB FACE	WM	WATER METER
CONST	CONSTRUCT	WV	WATER VALVE

SPECIAL CONSTRUCTION NOTES:

1. THE EXISTENCE AND LOCATIONS OF ALL UNDERGROUND UTILITIES (MAIN LINES, LATERALS OR SERVICES) SHOWN ON THE DRAWINGS WERE OBTAINED FROM AVAILABLE RECORDS AND ARE APPROXIMATE. NEITHER THE OWNER NOR THE ENGINEER ASSUMES ANY REPONSIBILITY FOR UTILITIES NOT SHOWN OR NOT IN THE LOCATION SHOWN. THE CONTRACTOR SHALL DETERMINE THE DEPTH AND LOCATION OF EXISTING UNDERGROUND UTILITIES PRIOR TO TRENCHING AND SHALL BE REQUIRED TO TAKE ALL PRECAUTIONARY MEASURES TO PROTECT ALL LINES SHOWN AND/OR ANY OTHER UNDERGROUND UTILITIES NOT OF RECORD OR NOT SHOWN ON THE PLANS. CALL UNDERGROUND SERVICE ALERT (USA) AT 1-800-227-2600 AT LEAST TWO WORKING DAYS PRIOR TO EXCAVATION.
2. ENGINEER HAS NOT BEEN NOTIFIED BY UTILITY AGENCIES OF ALL OR SOME POTENTIAL EXISTING FACILITIES. THEREFORE SOME EXISTING UTILITIES MAY NOT BE SHOWN ON THESE PLANS. THE CONTRACTOR SHALL FIELD VERIFY POTENTIAL CONFLICTS PRIOR TO BID.
3. CONTRACTOR SHALL TAKE ALL NECESSARY PRECAUTIONS TO SUPPORT AND PROTECT IN PLACE ALL EXISTING UTILITIES IN THE PROXIMITY OF THE PROPOSED SEWER LINE. EXISTING UTILITIES (WATER, TELEPHONE, GAS, ETC.) SHALL REMAIN IN OPERATION AT ALL TIMES UNLESS OTHERWISE APPROVED IN WRITING BY THE APPROPRIATE UTILITY COMPANY.
4. THE CONTRACTOR IS REQUIRED TO NOTIFY THE AFFECTED ORGANIZATIONS IN THE PROJECT AREA 2 DAYS PRIOR TO THE START OF ANY WORK. THE UTILITIES IN THE AREA ARE:

WATER/SEWER
MISSION SPRINGS WATER DISTRICT
(760) 329-6448

COUNTY ROADS
RIVERSIDE COUNTY
TRANSPORTATION DEPARTMENT
(760) 863-8267

CITY STREETS
CITY OF DESERT HOT SPRINGS
(760) 329-6411

ELECTRICITY
SOUTHERN CALIFORNIA EDISON
(909) 329-9445

TELEPHONE
AT&T TRANSMISSION
(714) 963-7964

WATER
COACHELLA VALLEY WATER DISTRICT
(760) 398-2651

GAS
SOUTHERN CALIFORNIA GAS
(909) 335-7955

TELEPHONE
FRONTIER
(800) 921-8101

CABLE TV
CHARTER
(760) 674-5455

FLOOD CONTROL
RIVERSIDE COUNTY FLOOD CONTROL
AND WATER CONSERVATION DISTRICT
(909) 955-1200

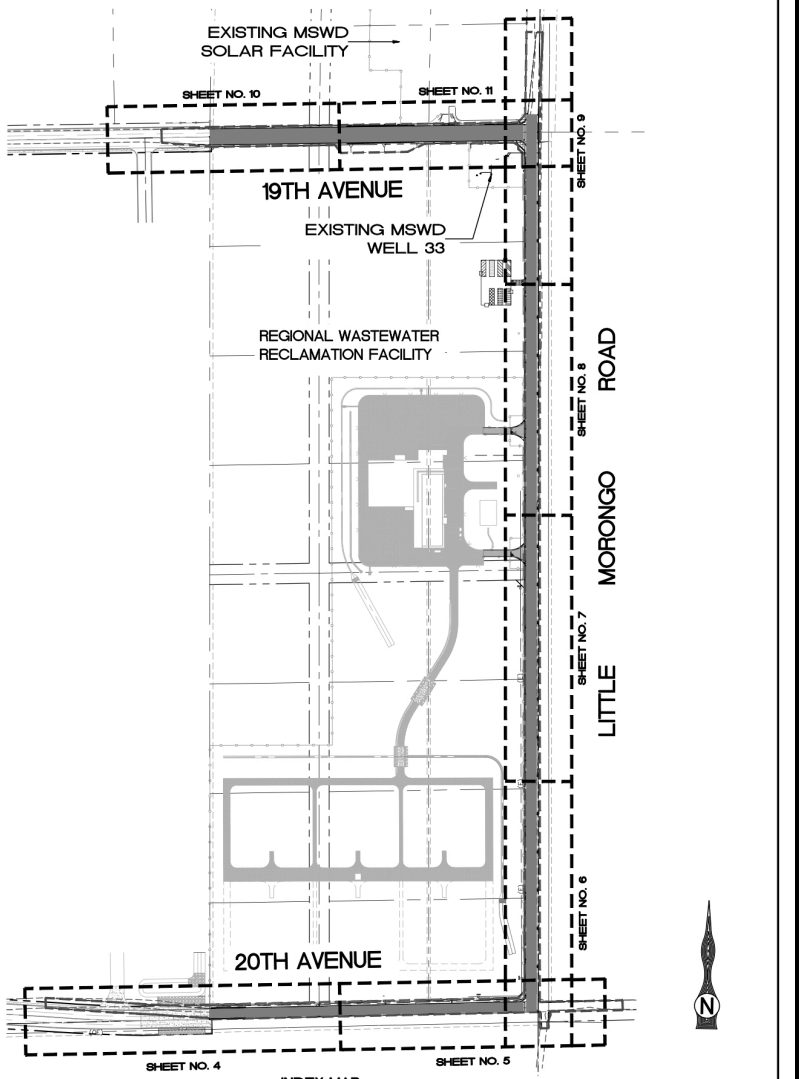
UNDERGROUND UTILITIES
UNDERGROUND SERVICE ALERT
(800) 227-2600

STREET IMPROVEMENT NOTES

1. IT SHALL BE THE RESPONSIBILITY OF THE DEVELOPER, OWNER OR CONTRACTOR TO APPLY TO THE CITY OF DESERT HOT SPRINGS ENGINEERING DEPARTMENT, PERMIT SECTION, FOR AN ENCROACHMENT PERMIT FOR ALL WORK PERFORMED WITHIN THE PUBLIC RIGHT-OF-WAY, AND TO BE RESPONSIBLE FOR SATISFACTORY COMPLIANCE FOR ALL CURRENT ENVIRONMENTAL REGULATIONS DURING THE LIFE OF CONSTRUCTION ACTIVITIES FOR THIS PROJECT. ADDITIONAL STUDIES AND/OR PERMITS MAY BE REQUIRED.
2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CLEARING THE PROPOSED WORK AREA AND FOR RELOCATION COSTS OF ALL EXISTING UTILITIES. PERMITEE MUST INFORM CITY OF DESERT HOT SPRINGS, ENGINEERING DEPARTMENT, OF CONSTRUCTION SCHEDULE AT LEAST 48 HOURS PRIOR TO BEGINNING OF CONSTRUCTION. PHONE: (760) 329-6411 EXT. 224
3. THE DEVELOPER SHALL INSTALL STREET NAME SIGNS CONFORMING TO THE CITY OF DESERT HOT SPRINGS STANDARD NO. 804
4. ALL WORK SHALL CONFORM TO THESE PLANS, THE REQUIREMENTS OF THE CITY OF DESERT HOT SPRINGS OR WHERE APPLICABLE; THE RIVERSIDE COUNTY TRANSPORTATION DEPARTMENT IMPROVEMENT STANDARDS AND SPECIFICATIONS, LATEST EDITION, COUNTY ORDINANCE NO. 461 AND SUBSEQUENT AMENDMENTS.
5. IT SHALL BE THE RESPONSIBILITY OF THE DEVELOPER TO NOTIFY THE PROJECT ENGINEER TO INSTALL STREET CENTERLINE MONUMENTS AS REQUIRED BY THE CITY OF DESERT HOT SPRINGS AND RIVERSIDE COUNTY ORDINANCE NO. 461.
6. ALL UNDERGROUND FACILITIES, WITH LATERALS, SHALL BE IN PLACE PRIOR TO PAVING THE STREET, INCLUDING, BUT NOT LIMITED TO, THE FOLLOWING: SEWER, WATER, ELECTRIC, GAS, AND STORM DRAINS.
7. CURB DEPRESSIONS AND DRIVEWAY APPROACHES SHALL BE INSTALLED AND CONSTRUCTED ACCORDING TO CITY OF DESERT HOT SPRINGS STANDARD NO. 206, 207, 208, 209 OR 210 AS APPLICABLE.
8. TO PROVIDE SAFE PASSAGE FOR THE TRAVELING PUBLIC AND WORKERS, IT SHALL BE RESPONSIBILITY OF THE CONTRACTOR OR DEVELOPER TO INSTALL AND MAINTAIN ALL CONSTRUCTION REGULATORY, GUIDE AND WARNING SIGNS WITHIN THE PROJECT LIMITS AND SURROUNDINGS UNTIL THE FINAL COMPLETION AND ACCEPTANCE OF THE PROJECT BY THE CITY DESERT HOT SPRINGS.
9. ALL STREET SECTIONS ARE TENTATIVE. THE MINIMUM SECTION IS 3" A.C./ 4" A.B. ADDITIONAL SOILS TESTS SHALL BE TAKEN BY THE DEVELOPER/OWNER AFTER ROUGH GRADING TO DETERMINE THE EXACT STREET SECTION STRUCTURAL REQUIREMENTS. USE RIVERSIDE COUNTY STANDARD NO. 401 IF EXPANSIVE SOILS ARE ENCOUNTERED.
10. ASPHALTIC EMULSION (FOG SEAL) SHALL BE APPLIED NOT LESS THAN FOURTEEN DAYS FOLLOWING PLACEMENT OF THE ASPHALTIC SURFACING. FOG SEAL AND PAINT BINDER SHALL BE APPLIED AT A RATE OF 0.05 AND 0.03 GALLON PER SQUARE YARD RESPECTIVELY. ASPHALTIC EMULSION SHALL CONFORM TO SECTION 39 OF THE STATE STANDARD SPECIFICATIONS.
11. PRIME COAT IS REQUIRED PRIOR TO PAVING ON ALL GRADES IN EXCESS OF TEN PERCENT (10%).
12. INSTALL STREET TREES IN ACCORDANCE WITH THE CITY OF DESERT HOT SPRINGS ORDINANCE(S), WHERE APPLICABLE.
13. STREET LIGHTS SHALL BE INSTALLED IN ACCORDANCE WITH THE APPROVED IMPROVEMENT PLANS.
14. THE DEVELOPER IS RESPONSIBLE FOR ROAD IMPROVEMENTS UP TO THE CENTERLINE, AT A MINIMUM, AND MAY BE REQUIRED TO RECONSTRUCT EXISTING PAVEMENT, INCLUDING BASE AND MATCHING OVERLAY REQUIRED MEETING THE STRUCTURAL STANDARDS FOR THE CURRENTLY ASSIGNED TRAFFIC INDEX, AS DETERMINED BY THE CITY INSPECTOR AND CITY ENGINEER.
15. WITHOUT SEPARATE LANDSCAPE PLANS, ONLY LANDSCAPING CONSISTING OF APPROVED DROUGHT TOLERANT PLANT MATERIALS MAY BE INSTALLED WITHIN THE PARKWAYS ON LOCAL RESIDENTIAL STREETS. ALL OTHER TYPES OF LANDSCAPING IN THESE AREAS, AND ALL LANDSCAPING ON ALL OTHER STREETS, SHALL BE REQUIRED SEPARATE LANDSCAPE PLANS. ALL LANDSCAPING ENCROACHMENTS SHALL CONFORM TO CITY OF DESERT HOT SPRINGS STANDARDS RELATING TO THE ADMINISTRATION OF LANDSCAPE ENCROACHMENTS.
16. ANY PRIVATE DRAINAGE FACILITIES SHOWN ON THESE PLANS ARE FOR INFORMATION ONLY. BY SIGNING THESE IMPROVEMENT PLANS, NO REVIEW OR APPROVAL OF THOSE PRIVATE FACILITIES IS IMPLIED OR INTENDED BY THE CITY OF DESERT HOT SPRINGS.
17. CONSTRUCTION PROJECTS DISTURBING MORE THAN ONE ACRE MUST OBTAIN A NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) PERMIT. OWNERS/DEVELOPERS ARE REQUIRED TO FILE A NOTICE OF INTENT (NOI) WITH THE STATE WATER RESOURCES CONTROL BOARD (SWRCB), PREPARE A STORM WATER POLLUTION PREVENTION PLAN (SWPP) AND A MONITORING PLAN FOR THE SITE.
18. DUST SHALL BE CONTROLLED BY WATERING OR OTHER APPROVED METHODS AS OUTLINED IN THE CITY'S PM10 REQUIREMENTS. A PM10 PLAN SHALL BE SUBMITTED TO THE CITY AND SCAQMD, IF REQUIRED.
19. THE DEVELOPER SHALL BE RESPONSIBLE FOR THE INSTALLATION OF ADDITIONAL SIGNS AND MARKINGS NOT SHOWN HEREON, OR ON ROADWAYS ADJACENT TO THE PROJECT BOUNDARIES, TO IMPROVE TRAFFIC SAFETY ON THE ROADS UNDER THE JURISDICTION OF THE DEVELOPER, UPON THE REQUEST OF THE CITY ENGINEER, CITY INSPECTOR OR HIS DESIGNEE.
20. EXISTING STORM DRAIN PIPES / CULVERTS (WHETHER TO BE CONNECTED TO, EXTENDED, ADJUSTED, DRAINED TO, OR JUST IN THE PROJECT VICINITY) MUST BE REPAIRED, AND /OR CLEARED TO MAKE THEM FUNCTIONAL AND ACCEPTABLE, AS DIRECTED BY THE CITY ENGINEER OR CITY INSPECTOR.
21. AN APPROVED SOIL STERILIZER SHALL BE USED ON ALL PAVING ARE SUB GRADE SURFACES PRIOR TO PLACEMENT OF PAVING. RATE OF CHEMICAL APPLICATION SHALL BE PER MANUFACTURER'S SUGGESTION.
22. WHENEVER A CONSTRUCTION SITE IS WITHIN ON-QUARTER (1/4) OF A MILE OF AN OCCUPIED RESIDENCE, NO CONSTRUCTION ACTIVITIES SHALL BE UNDERTAKEN BETWEEN THE HOURS OF 6:00 PM AND 6:00 AM DURING THE MONTHS OF JUNE THROUGH SEPTEMBER AND BETWEEN THE HOURS OF 6:00 PM AND 7:00 AM DURING THE MONTHS OF OCTOBER THROUGH MAY. EXCEPTIONS TO THESE STANDARDS SHALL BE ALLOWED ONLY WITH THE WRITTEN CONSENT OF THE CITY ENGINEER.

GEOTECHNICAL INFORMATION:

THE SPECIFIC SOIL INVESTIGATION WAS CONDUCTED FOR THIS PROJECT BY ARAGÓN GEOTECHNICAL, INC., GEOTECHNICAL INVESTIGATION PROJECT, MSWD, ROADWAY IMPROVEMENTS, LITTLE MORONGO ROAD, DESERT HOT SPRINGS, COUNTY OF RIVERSIDE, CA, DATED FEBRUARY 22, 2023.



INDEX MAP:
SCALE: 1" = 160'

DIGALERT
DIAL BEFORE YOU DIG — TWO WORKING DAYS BEFORE YOU DIG
TOLL FREE 811
A PUBLIC SERVICE BY UNDERGROUND SERVICE ALERT

MSWD Mission Springs Water District

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BENCHMARK:
ELEV. ARE BASED ON THE N. AMERICAN VERTICAL DATUM OF 1988 (NAVD88), GEOID 12B. BENCHMARK IS NGS PID DW0122, DESIGNATION "KG358", HAVING AN ELEV. OF 913.02 FT.

BASIS OF BEARING:
HORZ DATUM IS THE N. AMERICAN DATUM OF 1983 (2011), CA. COORDINATE SYSTEM ZONE 6, PER THE DRAWINGS ENTITLED "MAIN SITE SURVEY BASE MAP-1" AND"MAIN SITE SURVEY BASE MAP-2," DATED SEPTEMBER 2018, AS PREPARED BY AECOM FOR THE WEST VALLEY WATER RECLAMED FACILITY PROJECT FOR THE MSWD. ALL DISTANCES WERE BASED ON SURVEY FEET AND ARE GRID DISTANCES. TO CONVERT GRID DISTANCE TO GROUND LEVEL DISTANCES, MULTIPLY GRID DISTANCES BY 1.0004259.

TKE ENGINEERING
2305 CHICAGO AVE.
RIVERSIDE, CA 92507
P:(951) 680-0440
F:(951) 680-0490

SCALE:	AS SHOWN
PLOT DATE:	xx-xx-xx
DESIGN BY:	O.P.
DRAWN BY:	E.P.
CHECKED BY:	S.L.

REGISTERED PROFESSIONAL ENGINEER — STEVEN W. LEDBETTER — No. 84044 — Exp. 9/30/25 — CIVIL — STATE OF CALIFORNIA

PREPARED UNDER THE DIRECT SUPERVISION OF:
STEVEN W. LEDBETTER — DATE
R.C.E. #84044 EXP. 9-30-25

APPROVED BY MISSION SPRINGS WATER DISTRICT:
BRIAN MACY, P.E. — DATE
GENERAL MANAGER / CHIEF ENGINEER

MISSION SPRINGS WATER DISTRICT
STREET IMPROVEMENT PLAN
LITTLE MORONGO ROAD, 19TH AVENUE AND 20TH AVENUE
NOTES, INDEX MAP, LEGEND, SYMBOLS AND ABBREVIATIONS
SECTION 14 TOWNSHIP 3 S RANGE 4 E

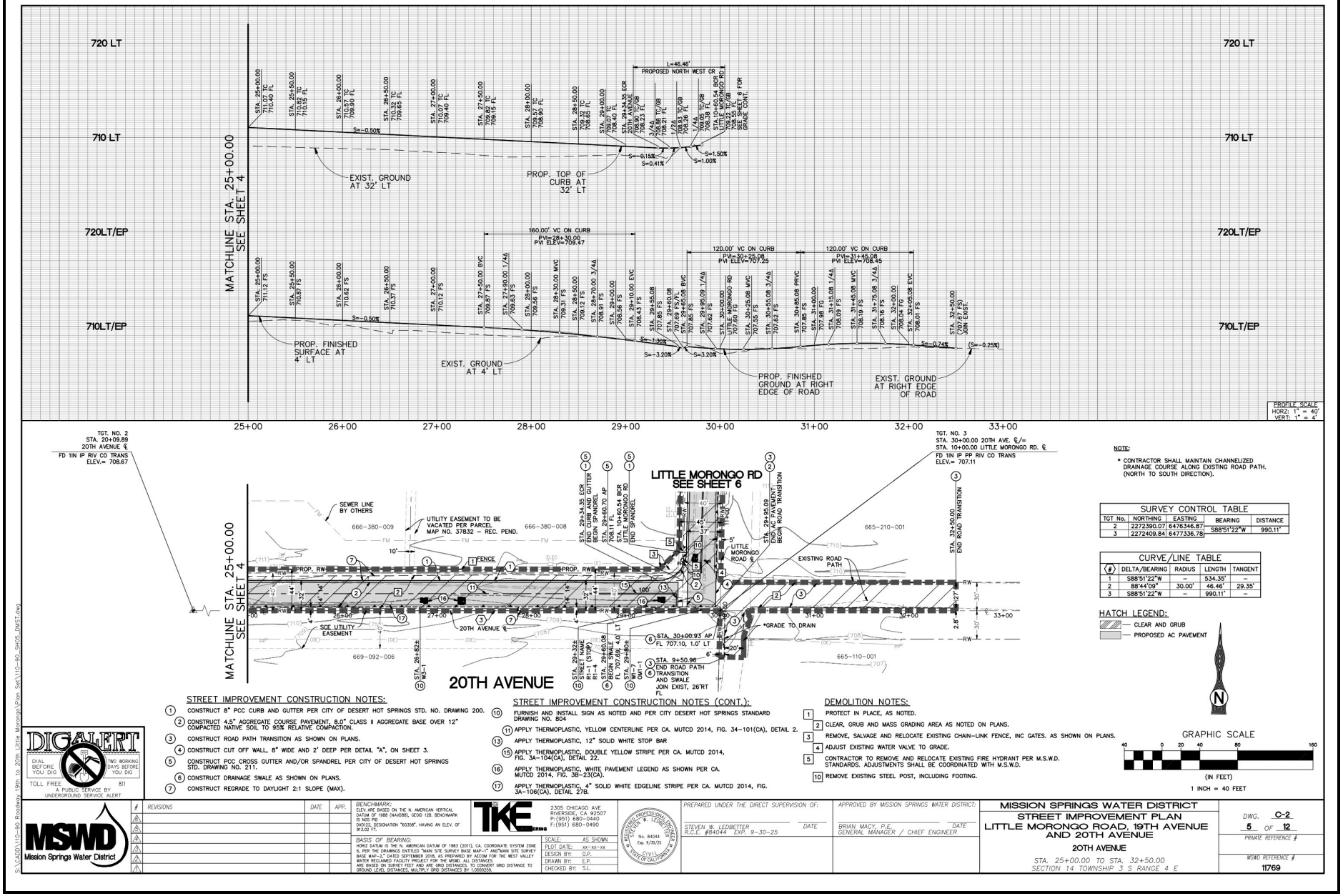
DWG. GN-1
2 OF 12
PRIVATE REFERENCE #
MSWD REFERENCE # 11769

S:\LAZAJ\1110-WO Roadway sets to John\Little Morongo\xmpp_set\110-WO-JOHN.dwg

FIGURE 3

Tom Dodson & Associates
Environmental Consultants

Site Plan



NOTE:

* CONTRACTOR SHALL MAINTAIN CHANNELIZED DRAINAGE COURSE ALONG EXISTING ROAD PATH. (NORTH TO SOUTH DIRECTION).

SURVEY CONTROL TABLE				
TGT No.	NORTHING	EASTING	BEARING	DISTANCE
2	2272390.07	6476346.87	S88°51'22"W	990.11'
3	2272409.84	6477336.78		

CURVE/LINE TABLE				
(#)	DELTA/BEARING	RADIUS	LENGTH	TANGENT
1	S88°51'22"W	–	534.35'	–
2	88°44'09"	30.00'	46.46'	29.35'
3	S88°51'22"W	–	990.11'	–

HATCH LEGEND:

— CLEAR AND GRUB

— PROPOSED AC PAVEMENT

GRAPHIC SCALE

40 0 20 40 80 160

(IN FEET)

1 INCH = 40 FEET

STREET IMPROVEMENT CONSTRUCTION NOTES:

1. CONSTRUCT 8" PCC CURB AND GUTTER PER CITY OF DESERT HOT SPRINGS STD. NO. DRAWING 200.
2. CONSTRUCT 4.5" AGGREGATE COURSE PAVEMENT, 8.0" CLASS II AGGREGATE BASE OVER 12" COMPACTED NATIVE SOIL TO 95% RELATIVE COMPACTION.
3. CONSTRUCT ROAD PATH TRANSITION AS SHOWN ON PLANS.
4. CONSTRUCT CUT OFF WALL, 8" WIDE AND 2' DEEP PER DETAIL "A", ON SHEET 3.
5. CONSTRUCT PCC CROSS GUTTER AND/OR SPANDREL PER CITY OF DESERT HOT SPRINGS STD. DRAWING NO. 211.
6. CONSTRUCT DRAINAGE SWALE AS SHOWN ON PLANS.
7. CONSTRUCT REGRADE TO DAYLIGHT 2:1 SLOPE (MAX).

STREET IMPROVEMENT CONSTRUCTION NOTES (CONT.):

10. FURNISH AND INSTALL SIGN AS NOTED AND PER CITY DESERT HOT SPRINGS STANDARD DRAWING NO. 804
11. APPLY THERMOPLASTIC, YELLOW CENTERLINE PER CA. MUTCD 2014, FIG. 34–101(CA), DETAIL 2.
13. APPLY THERMOPLASTIC, 12" SOLID WHITE STOP BAR
15. APPLY THERMOPLASTIC, DOUBLE YELLOW STRIPE PER CA. MUTCD 2014, FIG. 3A–104(CA), DETAIL 22.
16. APPLY THERMOPLASTIC, WHITE PAVEMENT LEGEND AS SHOWN PER CA. MUTCD 2014, FIG. 3B–23(CA).
17. APPLY THERMOPLASTIC, 4" SOLID WHITE EDGELINE STRIPE PER CA. MUTCD 2014, FIG. 3A–106(CA), DETAIL 27B.

DEMOLITION NOTES:

1. PROTECT IN PLACE, AS NOTED.
2. CLEAR, GRUB AND MASS GRADING AREA AS NOTED ON PLANS.
3. REMOVE, SALVAGE AND RELOCATE EXISTING CHAIN–LINK FENCE, INC GATES. AS SHOWN ON PLANS.
4. ADJUST EXISTING WATER VALVE TO GRADE.
5. CONTRACTOR TO REMOVE AND RELOCATE EXISTING FIRE HYDRANT PER M.S.W.D. STANDARDS. ADJUSTMENTS SHALL BE COORDINATED WITH M.S.W.D.
10. REMOVE EXISTING STEEL POST, INCLUDING FOOTING.

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MSWD Mission Springs Water District

#	REVISIONS	DATE	APP.
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TKE ENGINEERING — 2305 CHICAGO AVE. RIVERSIDE, CA 92507 — P:(951) 680–0440 F:(951) 680–0490

SCALE:	AS SHOWN
PLOT DATE:	XX–XX–XX
DESIGN BY:	O.P.
DRAWN BY:	E.P.
CHECKED BY:	S.L.

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PREPARED UNDER THE DIRECT SUPERVISION OF: STEVEN W. LEDBETTER R.C.E. #84044 EXP. 9–30–25 DATE

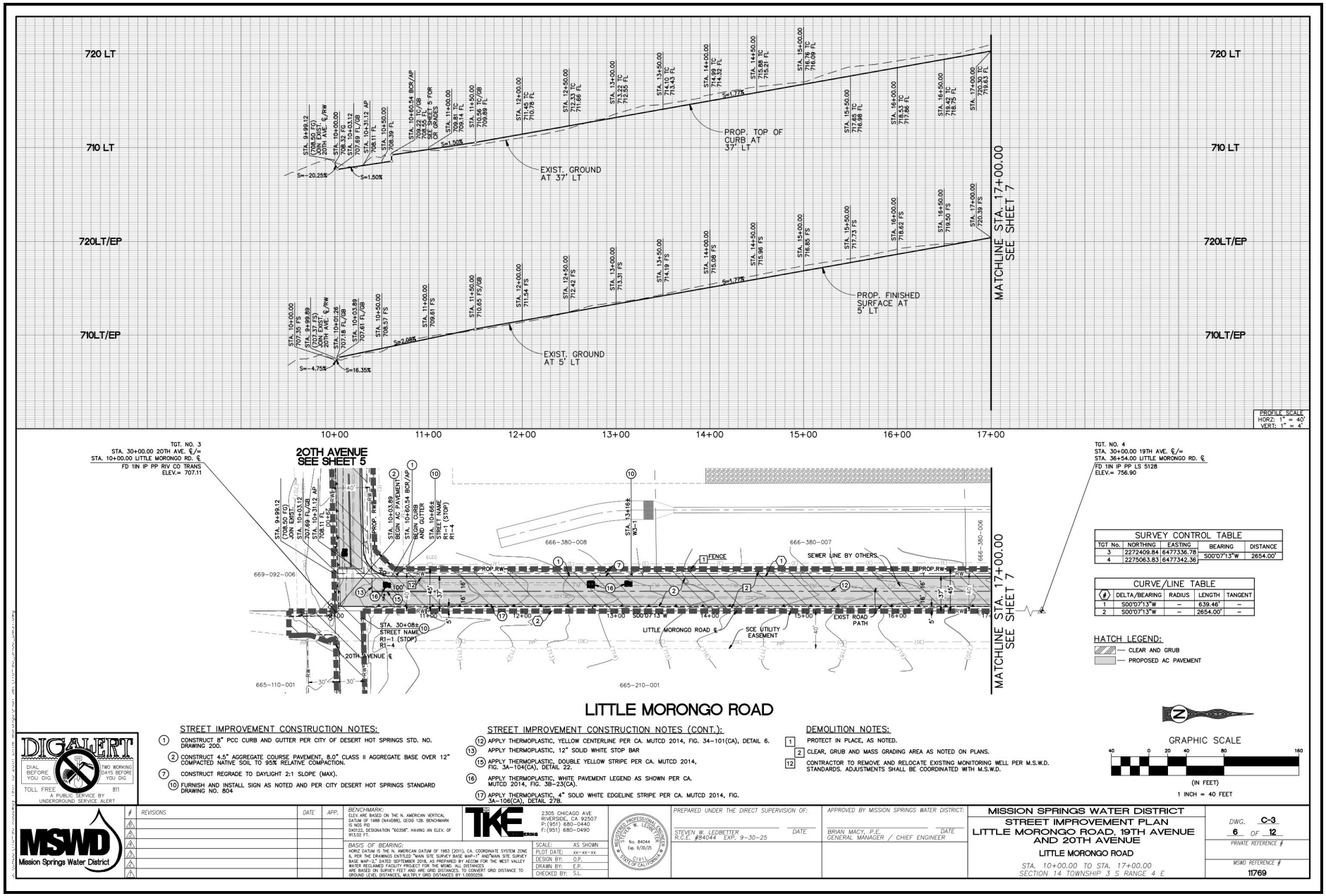
APPROVED BY MISSION SPRINGS WATER DISTRICT: BRIAN MACY, P.E., GENERAL MANAGER / CHIEF ENGINEER DATE

MISSION SPRINGS WATER DISTRICT
STREET IMPROVEMENT PLAN
LITTLE MORONGO ROAD, 19TH AVENUE AND 20TH AVENUE
20TH AVENUE
STA. 25+00.00 TO STA. 32+50.00
SECTION 14 TOWNSHIP 3 S. RANGE 4 E

DWG. C-2
5 OF 12
PRIVATE REFERENCE #
MSWD REFERENCE # 11769

S:\CADD\110–90 Roadway 19th to 20th Little Morongo\Plan Set\110–90_SHOS_DMST.dwg

FIGURE 4



SURVEY CONTROL TABLE				
TGT No.	NORTHING	EASTING	BEARING	DISTANCE
3	2272409.84	6477336.78	S00°07'13"W	2654.00'
4	2275063.83	6477342.36		

CURVE/LINE TABLE				
(#)	DELTA/BEARING	RADIUS	LENGTH	TANGENT
1	S00°07'13"W	–	639.46'	–
2	S00°07'13"W	–	2654.00'	–

HATCH LEGEND:
- CLEAR AND GRUB
- PROPOSED AC PAVEMENT

GRAPHIC SCALE
40 0 20 40 80 160
(IN FEET)
1 INCH = 40 FEET

STREET IMPROVEMENT CONSTRUCTION NOTES:
1. CONSTRUCT 8" PCC CURB AND GUTTER PER CITY OF DESERT HOT SPRINGS STD. NO. DRAWING 200.
2. CONSTRUCT 4.5" AGGREGATE COURSE PAVEMENT, 8.0" CLASS II AGGREGATE BASE OVER 12" COMPACTED NATIVE SOIL TO 95% RELATIVE COMPACTION.
7. CONSTRUCT REGRADE TO DAYLIGHT 2:1 SLOPE (MAX).
10. FURNISH AND INSTALL SIGN AS NOTED AND PER CITY DESERT HOT SPRINGS STANDARD DRAWING NO. 804

STREET IMPROVEMENT CONSTRUCTION NOTES (CONT.):
12. APPLY THERMOPLASTIC, YELLOW CENTERLINE PER CA. MUTCD 2014, FIG. 3A-101(CA), DETAIL 6.
13. APPLY THERMOPLASTIC, 12" SOLID WHITE STOP BAR
15. APPLY THERMOPLASTIC, DOUBLE YELLOW STRIPE PER CA. MUTCD 2014, FIG. 3A-104(CA), DETAIL 22.
16. APPLY THERMOPLASTIC, WHITE PAVEMENT LEGEND AS SHOWN PER CA. MUTCD 2014, FIG. 3B-23(CA).
17. APPLY THERMOPLASTIC, 4" SOLID WHITE EDGELINE STRIPE PER CA. MUTCD 2014, FIG. 3A-106(CA), DETAIL 27B.

DEMOLITION NOTES:
1. PROTECT IN PLACE, AS NOTED.
2. CLEAR, GRUB AND MASS GRADING AREA AS NOTED ON PLANS.
12. CONTRACTOR TO REMOVE AND RELOCATE EXISTING MONITORING WELL PER M.S.W.D. STANDARDS. ADJUSTMENTS SHALL BE COORDINATED WITH M.S.W.D.

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MSWD Mission Springs Water District

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DRAWN BY:	E.P.
CHECKED BY:	S.L.

REGISTERED PROFESSIONAL ENGINEER — STEVEN W. LEDBETTER — No. 84044 — Exp. 9/30/25 — CIVIL — STATE OF CALIFORNIA

PREPARED UNDER THE DIRECT SUPERVISION OF: STEVEN W. LEDBETTER R.C.E. #84044 EXP. 9-30-25 DATE

APPROVED BY MISSION SPRINGS WATER DISTRICT: BRIAN MACY, P.E. GENERAL MANAGER / CHIEF ENGINEER DATE

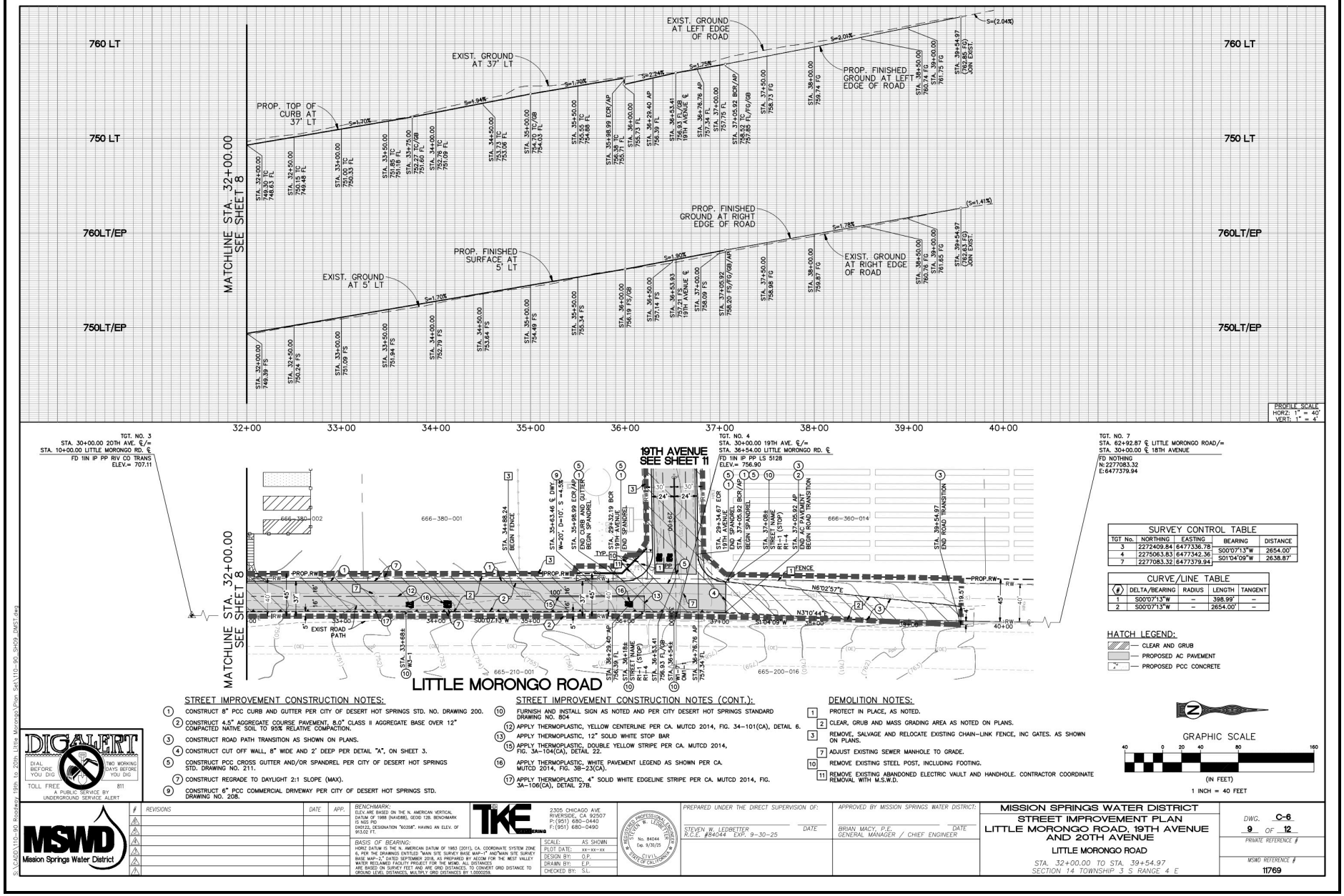
MISSION SPRINGS WATER DISTRICT
STREET IMPROVEMENT PLAN
LITTLE MORONGO ROAD, 19TH AVENUE AND 20TH AVENUE
LITTLE MORONGO ROAD
STA. 10+00.00 TO STA. 17+00.00
SECTION 14 TOWNSHIP 3 S RANGE 4 E

DWG. C-3
6 OF 12
PRIVATE REFERENCE #
MSWD REFERENCE # 11769

FIGURE 5

Tom Dodson & Associates
Environmental Consultants

20th Avenue and Little Morongo Road Plans



SURVEY CONTROL TABLE				
TGT No.	NORTHING	EASTING	BEARING	DISTANCE
3	2272409.84	6477336.78		
4	2275063.83	6477342.36	S00°07'13"W	2654.00'
7	2277083.32	6477379.94	S01°04'09"W	2638.87'

CURVE/LINE TABLE				
(#)	DELTA/BEARING	RADIUS	LENGTH	TANGENT
1	S00°07'13"W	–	398.99'	–
2	S00°07'13"W	–	2654.00'	–

HATCH LEGEND:
- CLEAR AND GRUB
- PROPOSED AC PAVEMENT
- PROPOSED PCC CONCRETE

STREET IMPROVEMENT CONSTRUCTION NOTES:
1. CONSTRUCT 8" PCC CURB AND GUTTER PER CITY OF DESERT HOT SPRINGS STD. NO. DRAWING 200.
2. CONSTRUCT 4.5" AGGREGATE COURSE PAVEMENT, 8.0" CLASS II AGGREGATE BASE OVER 12" COMPACTED NATIVE SOIL TO 95% RELATIVE COMPACTION.
3. CONSTRUCT ROAD PATH TRANSITION AS SHOWN ON PLANS.
4. CONSTRUCT CUT OFF WALL, 8" WIDE AND 2' DEEP PER DETAIL "A", ON SHEET 3.
5. CONSTRUCT PCC CROSS GUTTER AND/OR SPANDREL PER CITY OF DESERT HOT SPRINGS STD. DRAWING NO. 211.
7. CONSTRUCT REGRADE TO DAYLIGHT 2:1 SLOPE (MAX).
9. CONSTRUCT 6" PCC COMMERCIAL DRIVEWAY PER CITY OF DESERT HOT SPRINGS STD. DRAWING NO. 208.

STREET IMPROVEMENT CONSTRUCTION NOTES (CONT.):
10. FURNISH AND INSTALL SIGN AS NOTED AND PER CITY DESERT HOT SPRINGS STANDARD DRAWING NO. B04
12. APPLY THERMOPLASTIC, YELLOW CENTERLINE PER CA. MUTCD 2014, FIG. 3A-101(CA), DETAIL 6.
13. APPLY THERMOPLASTIC, 12" SOLID WHITE STOP BAR
15. APPLY THERMOPLASTIC, DOUBLE YELLOW STRIPE PER CA. MUTCD 2014, FIG. 3A-104(CA), DETAIL 22.
16. APPLY THERMOPLASTIC, WHITE PAVEMENT LEGEND AS SHOWN PER CA. MUTCD 2014, FIG. 3B-23(CA).
17. APPLY THERMOPLASTIC, 4" SOLID WHITE EDGELINE STRIPE PER CA. MUTCD 2014, FIG. 3A-106(CA), DETAIL 27B.

DEMOLITION NOTES:
1. PROTECT IN PLACE, AS NOTED.
2. CLEAR, GRUB AND MASS GRADING AREA AS NOTED ON PLANS.
3. REMOVE, SALVAGE AND RELOCATE EXISTING CHAIN-LINK FENCE, INC GATES. AS SHOWN ON PLANS.
7. ADJUST EXISTING SEWER MANHOLE TO GRADE.
10. REMOVE EXISTING STEEL POST, INCLUDING FOOTING.
11. REMOVE EXISTING ABANDONED ELECTRIC VAULT AND HANDHOLE. CONTRACTOR COORDINATE REMOVAL WITH M.S.W.D.

GRAPHIC SCALE
40 0 20 40 80 160
(IN FEET)
1 INCH = 40 FEET

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TKE ENGINEERING — 2305 CHICAGO AVE. RIVERSIDE, CA 92507 — P:(951) 680-0440 F:(951) 680-0490

SCALE: AS SHOWN | PLOT DATE: xx-xx-xx | DESIGN BY: O.P. | DRAWN BY: E.P. | CHECKED BY: S.L.

REGISTERED PROFESSIONAL ENGINEER — STEVEN W. LEDBETTER — No. 84044 — Exp. 9/30/25 — CIVIL — STATE OF CALIFORNIA

PREPARED UNDER THE DIRECT SUPERVISION OF: STEVEN W. LEDBETTER R.C.E. #84044 EXP. 9-30-25 DATE

APPROVED BY MISSION SPRINGS WATER DISTRICT: BRIAN MACY, P.E. GENERAL MANAGER / CHIEF ENGINEER DATE

MISSION SPRINGS WATER DISTRICT
STREET IMPROVEMENT PLAN
LITTLE MORONGO ROAD, 19TH AVENUE AND 20TH AVENUE
LITTLE MORONGO ROAD
STA. 32+00.00 TO STA. 39+54.97
SECTION 14 TOWNSHIP 3 S RANGE 4 E

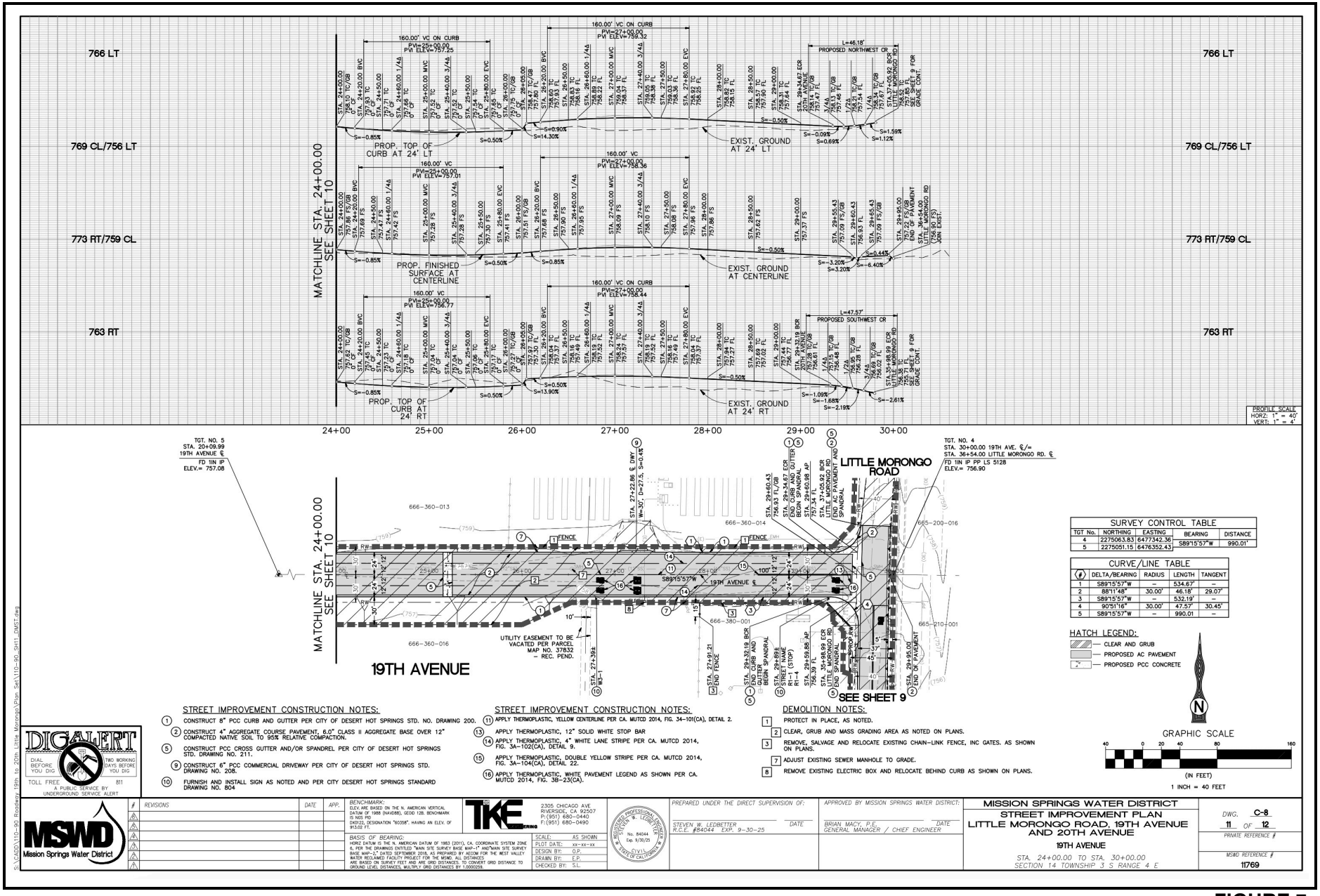
DWG. C-6 | 9 OF 12 | PRIVATE REFERENCE # | MSWD REFERENCE # 11769

S:\CADD\110-90 Roadway 19th to 20th Little Morongo\Plan Set\110-90_SH09_DMST.dwg

FIGURE 6

Tom Dodson & Associates
Environmental Consultants

Little Morongo Road and 19th Avenue



SURVEY CONTROL TABLE				
TGT No.	NORTHING	EASTING	BEARING	DISTANCE
4	2275063.83	6477342.36	S89°15'57"W	990.01'
5	2275051.15	6476352.43		

CURVE/LINE TABLE				
(#)	DELTA/BEARING	RADIUS	LENGTH	TANGENT
1	S89°15'57"W	–	534.67'	–
2	88°11'48"	30.00'	46.18'	29.07'
3	S89°15'57"W	–	532.19'	–
4	90°51'16"	30.00'	47.57'	30.45'
5	S89°15'57"W	–	990.01	–

HATCH LEGEND:
- CLEAR AND GRUB
- PROPOSED AC PAVEMENT
- PROPOSED PCC CONCRETE

GRAPHIC SCALE
40 0 20 40 80 160
(IN FEET)
1 INCH = 40 FEET

STREET IMPROVEMENT CONSTRUCTION NOTES:
1. CONSTRUCT 8" PCC CURB AND GUTTER PER CITY OF DESERT HOT SPRINGS STD. NO. DRAWING 200.
2. CONSTRUCT 4" AGGREGATE COURSE PAVEMENT, 6.0" CLASS II AGGREGATE BASE OVER 12" COMPACTED NATIVE SOIL TO 95% RELATIVE COMPACTION.
5. CONSTRUCT PCC CROSS GUTTER AND/OR SPANDREL PER CITY OF DESERT HOT SPRINGS STD. DRAWING NO. 211.
9. CONSTRUCT 6" PCC COMMERCIAL DRIVEWAY PER CITY OF DESERT HOT SPRINGS STD. DRAWING NO. 208.
10. FURNISH AND INSTALL SIGN AS NOTED AND PER CITY DESERT HOT SPRINGS STANDARD DRAWING NO. 804

STREET IMPROVEMENT CONSTRUCTION NOTES:
11. APPLY THERMOPLASTIC, YELLOW CENTERLINE PER CA. MUTCD 2014, FIG. 34-101(CA), DETAIL 2.
13. APPLY THERMOPLASTIC, 12" SOLID WHITE STOP BAR
14. APPLY THERMOPLASTIC, 4" WHITE LANE STRIPE PER CA. MUTCD 2014, FIG. 3A-102(CA), DETAIL 9.
15. APPLY THERMOPLASTIC, DOUBLE YELLOW STRIPE PER CA. MUTCD 2014, FIG. 3A-104(CA), DETAIL 22.
16. APPLY THERMOPLASTIC, WHITE PAVEMENT LEGEND AS SHOWN PER CA. MUTCD 2014, FIG. 3B-23(CA).

DEMOLITION NOTES:
1. PROTECT IN PLACE, AS NOTED.
2. CLEAR, GRUB AND MASS GRADING AREA AS NOTED ON PLANS.
3. REMOVE, SALVAGE AND RELOCATE EXISTING CHAIN-LINK FENCE, INC GATES. AS SHOWN ON PLANS.
7. ADJUST EXISTING SEWER MANHOLE TO GRADE.
8. REMOVE EXISTING ELECTRIC BOX AND RELOCATE BEHIND CURB AS SHOWN ON PLANS.

DIGALERT — DIAL BEFORE YOU DIG — TWO WORKING DAYS BEFORE YOU DIG — TOLL FREE 811 — A PUBLIC SERVICE BY UNDERGROUND SERVICE ALERT

MSWD Mission Springs Water District

#	REVISIONS	DATE	APP.
1			
2			
3			
4			
5			
6			

BENCHMARK: ELEV. ARE BASED ON THE N. AMERICAN VERTICAL DATUM OF 1988 (NAVD88), GEOID 12B. BENCHMARK IS NGS PID DK0122, DESIGNATION "60358". HAVING AN ELEV. OF 913.02 FT.

BASIS OF BEARING: HORIZ DATUM IS THE N. AMERICAN DATUM OF 1983 (2011), CA. COORDINATE SYSTEM ZONE 6, PER THE DRAWINGS ENTITLED "MAIN SITE SURVEY BASE MAP-1" AND"MAIN SITE SURVEY BASE MAP-2," DATED SEPTEMBER 2018, AS PREPARED BY AECOM FOR THE WEST VALLEY WATER RECLAIMED FACILITY PROJECT FOR THE MSWD. ALL DISTANCES ARE BASED ON SURVEY FEET AND ARE GRID DISTANCES. TO CONVERT GRID DISTANCE TO GROUND LEVEL DISTANCES, MULTIPLY GRID DISTANCES BY 1.0000259.

TKE ENGINEERING — 2305 CHICAGO AVE. RIVERSIDE, CA 92507 — P: (951) 680-0440 — F: (951) 680-0490

SCALE:	AS SHOWN
PLOT DATE:	xx-xx-xx
DESIGN BY:	O.P.
DRAWN BY:	E.P.
CHECKED BY:	S.L.

REGISTERED PROFESSIONAL ENGINEER — STEVEN W. LEDBETTER — No. 84044 — Exp. 9/30/25 — CIVIL — STATE OF CALIFORNIA

PREPARED UNDER THE DIRECT SUPERVISION OF: STEVEN W. LEDBETTER R.C.E. #84044 EXP. 9-30-25 DATE

APPROVED BY MISSION SPRINGS WATER DISTRICT: BRIAN MACY, P.E. GENERAL MANAGER / CHIEF ENGINEER DATE

MISSION SPRINGS WATER DISTRICT
STREET IMPROVEMENT PLAN
LITTLE MORONGO ROAD, 19TH AVENUE AND 20TH AVENUE
19TH AVENUE
STA. 24+00.00 TO STA. 30+00.00
SECTION 14 TOWNSHIP 3 S RANGE 4 E

DWG. C-8
11 OF 12
PRIVATE REFERENCE #
MSWD REFERENCE # 11769

S:\CADD\110-90 Roadway 19th to 20th Little Morongo\Plan Set\110-90_Sht11_DMST.dwg

FIGURE 7

Tom Dodson & Associates
Environmental Consultants

19th Avenue and Little Morongo Road Plans

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

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

DETERMINATION

(To be completed by the Lead Agency)

On the basis of this initial evaluation, the following finding is made:

☐	The proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
☒	Although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
☐	The proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
☐	The proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
☐	Although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Tom Dodson & Associates
Prepared by

9/2/25
Date

Lead Agency (signature)

9-2-25
Date

EVAULATION OF ENVIRONMENTAL IMPACTS

1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analyses," as described in (5) below, may be cross-referenced).

5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:

   a) Earlier Analysis Used. Identify and state where they are available for review.
   b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
   c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or

pages where the statement is substantiated.

7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.

9) The explanation of each issue should identify:

   a) the significance criteria or threshold, if any, used to evaluate each question; and
   b) the mitigation measure identified, if any, to reduce the impact to less than significance.

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

SUBSTANTIATION

a. *No Impact* – MSWD proposes to install 1.08 miles or 5,700 LF of paved roadway along the boundaries of the District's Wright RWRF, in place of the existing roadway condition, which is simply compacted dirt. The proposed roadway improvements will follow existing road alignments and when installation is completed will not alter access to any existing scenic views. These mountain ranges include the San Bernardino and Little San Bernardino Mountains that surround the City to the west and north. The adjoining mountains and the San Jacinto and Santa Rosa Mountains to the southwest and south, also provide dramatic and valuable viewsheds. These mountains are located in the middle- and background views and also provide dramatic and valuable viewsheds.

The presence of construction equipment and related construction materials would be visible from public vantage points in the project area, such as from Interstate 10 (I-10) or from area roadways (such as 19th Avenue, Little Morongo Road, and 20th Avenue) it would not adversely affect any scenic views or vistas. Construction of the proposed paved roadway would not permanently affect views or scenic vistas. Thus, construction impacts would be less than significant. The entirety of the proposed project will be constructed at grade within existing dirt roadway right-of-way (ROW) alignments. Once constructed, the roadways will be improved through paving. Given that the project would not degrade views to nearby scenic vistas and that the visual effects of paving the dirt roadways as proposed by this project would not

substantially alter the views in the project footprint in the long-term, implementation of the proposed Street Improvement Project is not expected to cause any substantial adverse effects on any important scenic vistas. No impacts are anticipated and no mitigation is required.

b. *No Impact* – The proposed project will install 1.08 miles or 5,700 LF of paved roadway along the boundaries of the District's Wright RWRF, in place of the existing roadway condition, which is simply compacted dirt. None of the roadways within which the proposed project will be installed are designated as a scenic highway by the State of California. The nearest officially designated State scenic highway is State Highway 62 located approximately four miles west/north of the project site (**Figure I-1**). Highway 62 is the main corridor gateway to Joshua Tree National Park and the main arterial roadway for the communities of Yucca Valley, Joshua Tree and Twenty-Nine Palms. The project site would not be visible from Highway 62 and no impacts to the State Scenic Highway are anticipated. No rock outcroppings or historic buildings exist within the project footprint and as the proposed project would be constructed within existing ROW, no trees will be impacted by installation of the proposed Street Improvement Project. Based on the lack of any intrinsic onsite scenic resources, the proposed project will not cause substantial project-specific damage to any such resources. No impacts are anticipated to occur under this issue and no mitigation is required.

c. *No Impact* – The project site is located in a remote area within City of Desert Hot Springs that is quickly being developed; according to the Governor's Office of Land Use and Climate Innovation (LUCI; formerly Office of Planning and Research [OPR]) Site Check, the project area is a defined urban area.[2] The project would install 1.08 miles or 5,700 LF of paved roadway along the boundaries of the District's Wright RWRF, in place of the existing roadway condition, which is simply compacted dirt. The proposed paved roadway would occur within the existing roadway alignments, with the pavement installation occurring at grade. The proposed Street Improvement Project would improve the current roadway conditions, and construction of the proposed roadways will be designed in accordance with local guidelines. As a result, the project will have no potential to conflict with applicable zoning or other regulations governing scenic quality. No impacts are anticipated to occur under this issue and no mitigation is required.

d. *No Impact* – There will be no new lighting associated with the proposed project. The proposed paved roadway would occur within the existing roadway alignments, with the pavement installation occurring at grade. No reflective materials or coatings are associated with this project. The construction activities are limited to daylight hours unless an emergency occurs, and the amount of security lighting needed during construction will be minimal. Therefore, with no permanent abovegrade features, it is not anticipated that the site would create any new permanent sources of light or glare. No significant impact associated with lighting or glare can be identified and no mitigation is required.

[2] LUCI, 2025. Site Check. https://sitecheck.opr.ca.gov/ (Accessed 01/02/25)

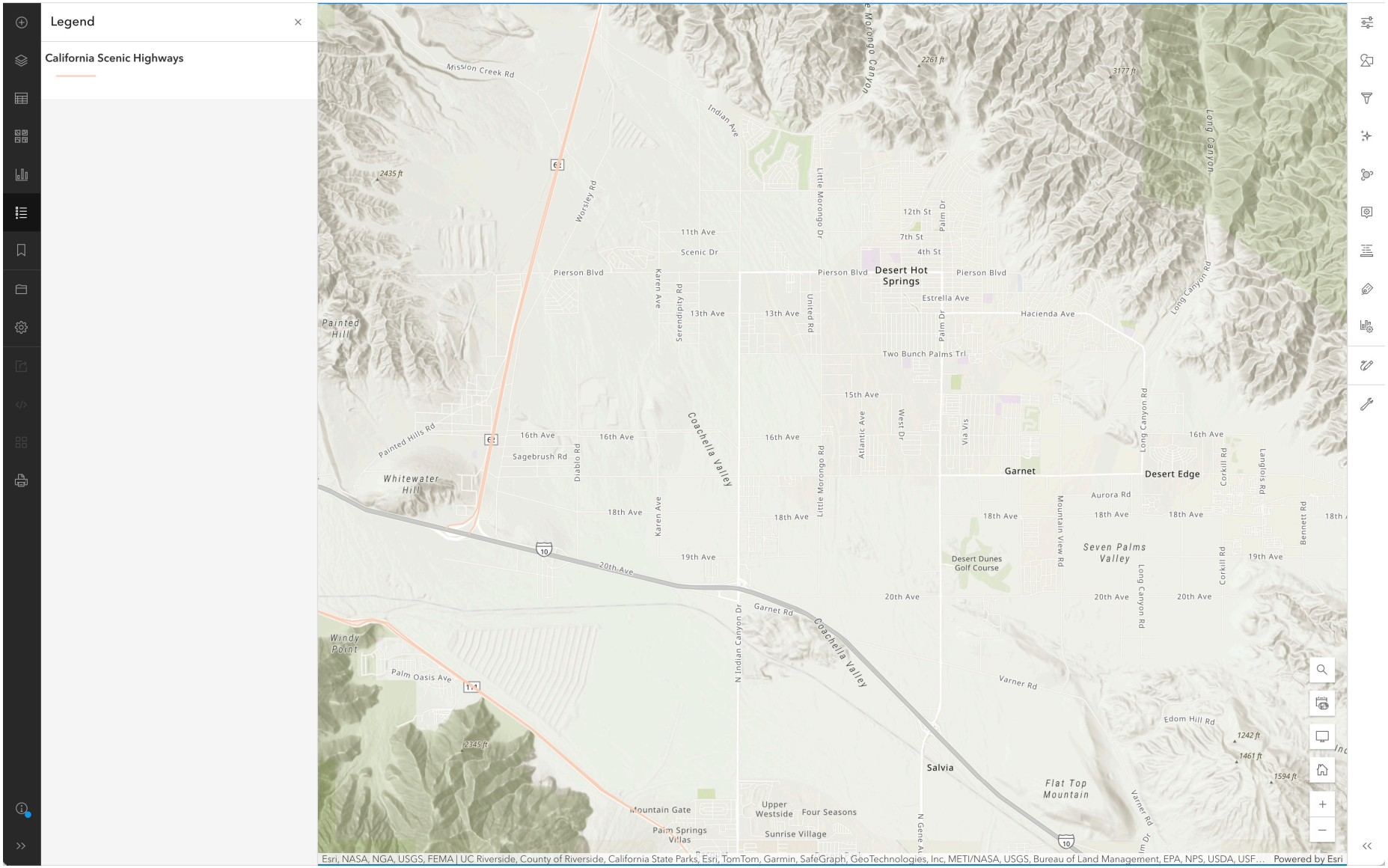


FIGURE I-1

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Scenic Highways

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
II. AGRICULTURE AND FORESTRY RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
a) Convert Prime Farmland, Unique Farmland or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined 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))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

SUBSTANTIATION

a. *No Impact* – The proposed project footprint is located in the southern portion of the City of Desert Hot Springs. The area surrounding the project footprint consists of the in-development

District's Wright RWRF, Mission Creek, a solar field, and native desert land. Neither the project footprint nor the adjacent and surrounding properties are designated for agricultural use; no agricultural activities exist in the project area; and there is no potential for impact to any agricultural uses or values as a result of project implementation. According to the maps prepared pursuant to the farmland mapping and monitoring program of the California Resources Agency, no prime farmland, unique farmland, or farmland of statewide importance exists within the vicinity of the proposed project (**Figure II-1**). No adverse impact to any agricultural resources would occur from implementing the proposed project. No mitigation is required.

b. *No Impact* – The project footprint is not now, nor has it been included in a Williamson Act contract or an Agricultural Preserve. Based on these facts, the proposed project will not cause a significant direct impact or conflict with the Williamson Act or an existing agricultural use. The project footprint falls within existing unpaved dirt road ROW. Furthermore, the surrounding uses are not agricultural in nature and the City of Desert Hot Springs does not have any current land use designations or zoning classifications for agricultural use. Therefore, the Street Improvement Project would have no potential to conflict with existing zoning for agricultural use or a Williamson Act contract.

c. *No Impact* – There are no existing zoning ordinances that pertain to forest land, timberland, or timberland zoned Timberland Production. Forest land is defined in Public Resources Code Section 12220(g) as "land that can support 10-percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits." No timberland or lands zoned Timberland Production, as defined above, occur within project area. The project is not located in an area zoned for forest land or timber production. Therefore, the project will not impact the land's ability to support 10 percent native tree cover of any species; thus, no forest lands will be reclassified as non-forest lands under Public Resources Code Section 12220(g). Therefore, the no potential for indirect effects to existing zoning for forest land, timberland, or timberland zoned Timberland Production would occur due to implementation of the Street Improvement Project.

d. *No Impact* – As described in the preceding evaluation, the proposed project has no potential to cause changes in the existing environment that could result in conversion of farmland to non-agricultural uses or forest land to non-forest use. No such agricultural or forest land uses occur in the vicinity of the project area and the proposed Street Improvement Project has no potential to cause conversion of actively farmed land to non-agricultural uses or forested lands to non-forest use. No impacts under this issue are anticipated to occur.

e. *No Impact* – Because the project site and surrounding area do not support either agricultural or forestry uses and, furthermore, because the project site and environs are not designated for such uses, implementation of the proposed project would not cause or result in the conversion of farmland or forest land to alternative use. No adverse impact would occur. No mitigation is required.

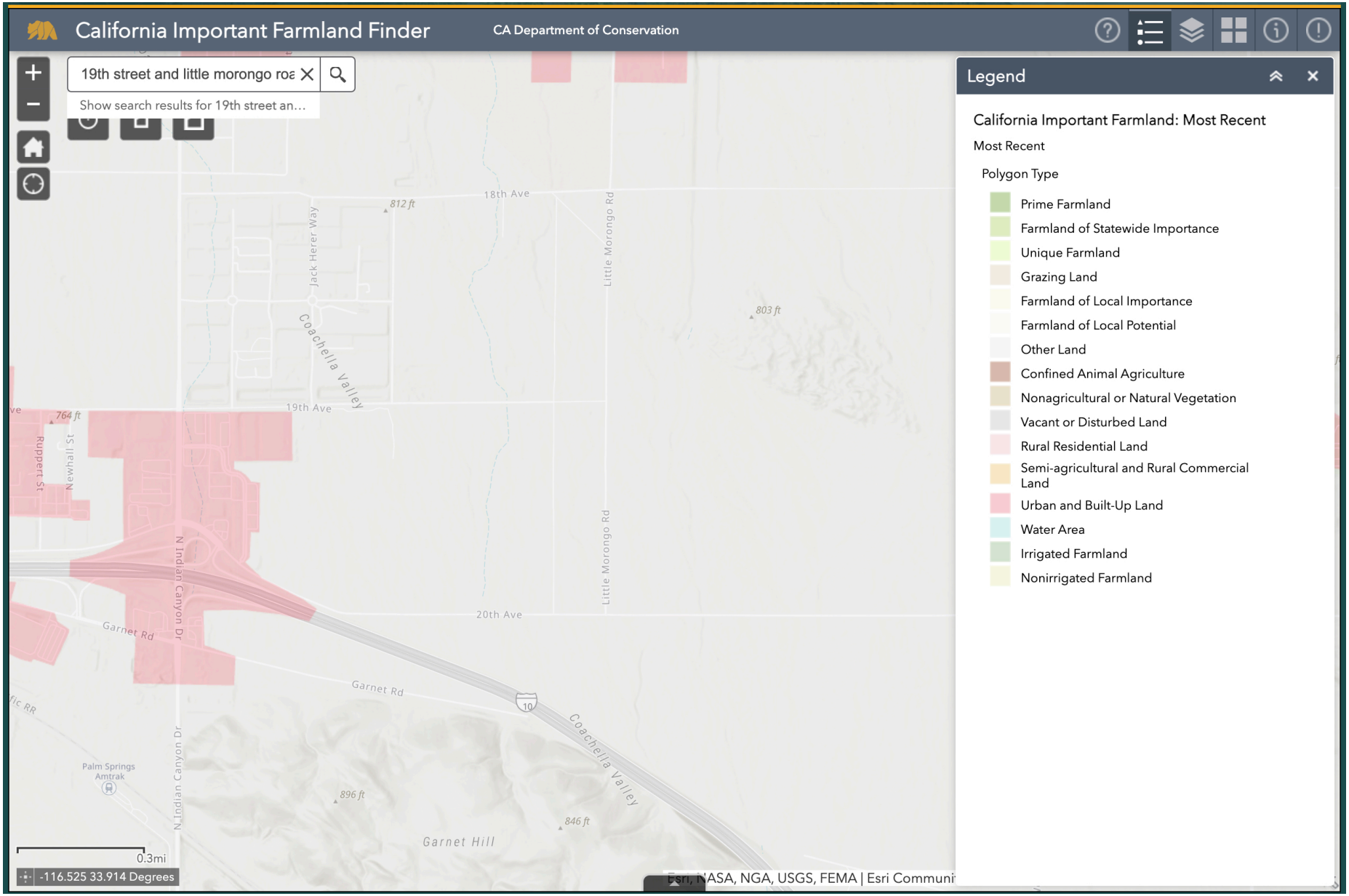


FIGURE II-1

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Agricultural Resources

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
III. AIR QUALITY: Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	☐	☒	☐
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

SUBSTANTIATION: The following information utilized in this section of the Initial Study was obtained from the following technical study: *Mission Springs Water District Air Quality & Greenhouse Gas Assessment prepared* by Urban Crossroads dated February 4, 2025. This technical study is provided as **Appendix 2** to this document.

Background

The project site is located within Salton Sea Air Basin (SSAB) within the jurisdiction of the SCAQMD. The SSAB is aligned in a north-west-southwest orientation stretching from Banning Pass to the Mexican border. The regional climate, as well as the temperature, wind, humidity, precipitation, and amount of sunshine significantly influence the air quality in the Basin.

The climate of the Coachella Valley is a continental, desert-type climate, with hot summers, mild winters, and very little annual rainfall. Precipitation is less than six inches annually and occurs mostly in the winter months from active frontal systems and in the late summer months from thunderstorms. Almost all of the annual rainfall comes from the fringes of mid-latitude storms from late November to early April with summers often being completely dry. Temperatures exceed 100 degrees Fahrenheit (°F), on the average, for four months each year, with daily highs near 110 °F during July and August. Summer nights are cooler with minimum temperatures in the mid-70s. During the winter season, daytime highs are quite mild, but the dry air is conducive to nocturnal radiational cooling, with early morning lows around 40 °F.

The Coachella Valley and adjacent areas are exposed to frequent gusty winds. The flat terrain of the valley and strong temperature differentials, created by intense solar heating, produce moderate winds and deep thermal convection. Wind speeds exceeding 31 miles per hour (mph) occur most frequently in April and May. On an annual basis, strong winds (greater than 31 mph) are observed 0.6 percent of the time and speeds of less than 6.8 mph account for more than one-half of the observed winds. Prevailing winds are from the northwest through southwest, with secondary flows from the southeast. The strongest and most persistent winds typically occur immediately to the east of Banning Pass, which is noted as a wind power generation resource area. Aside from this locale, the wind conditions in the remainder of the Coachella Valley are geographically distinct. Stronger winds tend to occur closer to the foothills. Less frequently, widespread gusty winds occur over all areas of the Valley.

Portions of the SSAB experience surface inversions almost every day of the year. Inversions in the SSAB are attributed to strong surface heating, but are usually broken, allowing pollutants to disperse more easily. Weak surface inversions are caused by cooling of air in contact with the cold surface of the earth at night. In the valleys and low-lying areas, this condition is intensified by the addition of cold air flowing downslope from the hills and pooling on the valley floor. In addition, inversions in the SSAB caused by the presence of the Pacific high-pressure cell can cause the air mass aloft to sink. As the air descends, compressional heating warms the air to a temperature higher than the air below. This subsidence inversion can act as a nearly impenetrable lid to the vertical mixing of pollutants. These inversions can persist for one or more days, causing air stagnation and the buildup of pollutants. Subsidence inversions are common from November through June and are relatively absent from July through October.

Within the project area, there is a natural sand migration process, called "blowsand," that has direct and indirect effects on air quality. Blowsand produces particulate matter (PM10) in two ways: (1) by direct particle erosion and fragmentation as natural PM10, and (2) by secondary effects, as sand deposits on road surfaces.

Also, where water has already receded around the Salton Sea, the surface areas contain a salty mix of sediments that can change from a hardened salt crust to a fluffy soft layer of dust depending upon the season. Exposed sediments could elevate PM_{10} levels throughout the region. Almost 120,000 acres of Salton Sea lakebed could be exposed as inflows to the Sea decrease in future years. Local communities may be affected by 60,000 potentially dust-blowing acres, which will cause PM_{10} levels to rise.

Criteria Pollutants

Both the U.S. Environmental Protection Agency (EPA) and the California Air Resources Board (CARB) have established ambient air quality standards for common pollutants. These ambient air quality standards are levels of contaminants representing safe levels that avoid specific adverse health effects associated with each pollutant. The ambient air quality standards cover what are called "criteria" pollutants because the health and other effects of each pollutant are described in criteria documents. The six criteria pollutants are ozone (O_3) (precursor emissions include NO_X and reactive organic gases (ROG), CO, particulate matter (PM), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), and lead. Areas that

meet ambient air quality standards are classified as attainment areas, while areas that do not meet these standards are classified as nonattainment areas. The Riverside County portion of the SSAB is designated as a nonattainment area for the federal O_3, PM_{10}, and $PM_{2.5}$ standards and is also a nonattainment area for the state standards for O_3 and PM_{10}.

Toxic Air Contaminants (TAC) Trend

In 1984, as a result of public concern for exposure to airborne carcinogens, CARB adopted regulations to reduce the amount of TAC emissions resulting from mobile and area sources, such as cars, trucks, stationary products, and consumer products. According to the Ambient and Emission Trends of Toxic Air Contaminants in California journal article which was prepared for CARB, results show that between 1990-2012, ambient concentration and emission trends for the seven TACs responsible for most of the known cancer risk associated with airborne exposure in California have declined significantly (between 1990 and 2012). The seven TACs studied include those that are derived from mobile sources: diesel particulate matter (DPM), benzene (C_6H_6), and 1,3-butadiene (C_4H_6); those that are derived from stationary sources: perchloroethylene (C_2Cl_4) and hexavalent chromium (Cr(VI)); and those derived from photochemical reactions of emitted VOCs: formaldehyde (CH_2O) and acetaldehyde (C_2H_4O).[3] The decline in ambient concentration and emission trends of these TACs are a result of various regulations CARB has implemented to address cancer risk.

Sensitive Receptors

Some people are especially sensitive to air pollution and are given special consideration when evaluating air quality impacts from projects. These groups of people include children, the elderly, and individuals with pre-existing respiratory or cardiovascular illness. Structures that house these persons or places where they gather are defined as "sensitive receptors." These structures typically include uses such as residences, hotels, and hospitals where an individual can remain for 24 hours. Consistent with the localized significance threshold (LST) Methodology, the nearest land use where an individual could remain for 24 hours to the project site has been used to determine construction and operational air quality impacts for emissions of PM_{10} and $PM_{2.5}$, since PM_{10} and $PM_{2.5}$ thresholds are based on a 24-hour averaging time. Commercial and industrial facilities are not included in the definition of sensitive receptor because employees and patrons do not typically remain onsite for a full 24 hours but are typically onsite for eight hours or less. The LST Methodology states that "*LSTs based on shorter averaging periods, such as the NO_2 and CO LSTs, could also be applied to receptors such as industrial or commercial facilities since it is reasonable to assume that a worker at these sites could be present for periods of one to eight hours.*"

Receptors in the project study area are described below. All distances are measured from the project site boundary to the outdoor living areas (e.g., backyards) or at the building façade, whichever is closer to the project site. Receptors in the project study area are shown in **Figure III-1**.

- Receptor R1 represents the Wright RWRF, approximately 171 feet west of the project site.
- Receptor R2 represents the existing residence at 17851 Louise Street, approximately 4,022 feet northwest of the project site.

[3] It should be noted that ambient DPM concentrations are not measured directly. Rather, a surrogate method using the coefficient of haze (COH) and elemental carbon (EC) is used to estimate DPM concentrations.

- Receptor R3 represents the existing residence at 64665 Thumb Drive, approximately 4,280 feet north of the project site.
- Receptor R4 represents the existing residence at 17280 Little Morongo Road, approximately 3,857 feet north of the project site.

Applicable Regulatory Requirements

SCAQMD Rules that are currently applicable during construction activity for this project include but are not limited to Rule 403 (Fugitive Dust) and Rule 1113 (Architectural Coatings).

SCAQMD Rule 403

This rule is intended to reduce the amount of particulate matter entrained in the ambient air as a result of anthropogenic (human-made) fugitive dust sources by requiring actions to prevent and reduce fugitive dust emissions. Rule 403 applies to any activity or human-made condition capable of generating fugitive dust and requires best available control measures to be applied to earth moving and grading activities. This rule is intended to reduce PM_{10} emissions from any transportation, handling, construction, or storage activity that has the potential to generate fugitive dust. PM_{10} suppression techniques are summarized below.

- Portions of a construction site to remain inactive longer than a period of three months will be seeded and watered until grass cover is grown or otherwise stabilized.
- All on-site roads will be paved as soon as feasible or watered periodically or chemically stabilized.
- All material transported off-site will be either sufficiently watered or securely covered to prevent excessive amounts of dust.
- The area disturbed by clearing, grading, earthmoving, or excavation operations will be minimized at all times.
- Where vehicles leave a construction site and enter adjacent public streets, the streets will be swept daily or washed down at the end of the workday to remove soil tracked onto the paved surface.

Methodology

The California Air Pollution Control Officers Association (CAPCOA) in conjunction with other California air districts, including SCAQMD, released CalEEMod 2022 in May 2022. CalEEMod periodically releases updates, as such the latest version available at the time of this report has been utilized in this analysis. The purpose of this model is to calculate construction-source and operational-source criteria pollutant (VOCs, NO_X, SO_X, CO, PM_{10}, and $PM_{2.5}$) and GHG emissions from direct and indirect sources; and quantify applicable air quality and GHG reductions achieved from mitigation measures. Accordingly, the latest version of CalEEMod has been used for this project to determine construction and operational air quality and GHG emissions.

Air Quality Regional Emissions Thresholds

The SCAQMD has developed regional significance thresholds for criteria pollutants, as summarized at Table III-1. The SCAQMD's CEQA Air Quality Significance Thresholds (March 2023) indicate that any projects in the SCAB with daily emissions that exceed any of the indicated thresholds should be considered as having an individually and cumulatively significant air quality impact.

Table III-1: Maximum Daily Regional Emissions Thresholds

Pollutant	Construction	Operations
NO_X	100 lbs./day	55 lbs./day
VOC	75 lbs./day	55 lbs./day
PM_{10}	150 lbs./day	150 lbs./day
$PM_{2.5}$	55 lbs./day	55 lbs./day
SO_X	150 lbs./day	150 lbs./day
CO	550 lbs./day	550 lbs./day

lbs./day – Pounds Per Day

Impact Analysis

a. *Less Than Significant Impact* – The project site is located within the SSAB, which is characterized by relatively poor air quality. The SCAQMD has jurisdiction over an approximately 10,743-square-mile area consisting of the four-county Basin and the Los Angeles County and Riverside County portions of what use to be referred to as the Southeast Desert Air Basin. In these areas, the SCAQMD is principally responsible for air pollution control, and works directly with the Southern California Association of Governments (SCAG), county transportation commissions, local governments, as well as state and federal agencies to reduce emissions from stationary, mobile, and indirect sources to meet state and federal ambient air quality standards.

Currently, certain state and federal air quality standards are exceeded in most parts of the SCAB. In response, the SCAQMD has adopted a series of AQMPs to meet the state and federal ambient air quality standards. AQMPs are updated regularly in order to more effectively reduce emissions, accommodate growth, and to minimize any negative fiscal impacts of air pollution control on the economy.

In December 2022, the SCAQMD released the Final 2022 AQMP (2022 AQMP). The 2022 AQMP continues to evaluate current integrated strategies and control measures to meet the CAAQS, as well as explore new and innovative methods to reach its goals. Some of these approaches include utilizing incentive programs, recognizing existing co-benefit programs from other sectors, and developing a strategy with fair-share reductions at the federal, state, and local levels. Similar to the 2016 AQMP, the 2022 AQMP incorporates scientific and technological information and planning assumptions, including the 2020-2045 RTP/SCS, a planning document that supports the integration of land use and transportation to help the region meet the federal CAA requirements. The project's consistency with the AQMP will be determined using the 2022 AQMP as discussed below. SCAG adopted the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (2020-2045 RTP/SCS), a planning document that supports the integration of land use and transportation to help the region meet the federal metropolitan planning organization (MPO) requirements under the Sustainable communities and Climate Protection Act. The proposed project would be developed in accordance with all applicable rules and regulations contained in those plans. It should be noted that although the 2024-2050 RTP was released after approval of the 2022 AQMP, the 2022 AQMP is reliant in part upon the general plan land use designations.

Criteria for determining consistency with the AQMP are defined in Chapter 12, Section 12.2 and Section 12.3 of the 1993 CEQA Handbook. These indicators are discussed below.

The proposed project will not result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP.

The violations that under this criterion refer to are the CAAQS and NAAQS. CAAQS and NAAQS violations would occur if regional or localized significance thresholds were exceeded.

CAAQS and NAAQS violations would occur if regional or localized significance thresholds were exceeded. As evaluated, the project's regional and localized construction and operational-source emissions would not exceed applicable regional significance thresholds. As such, a less than significant impact is expected.

On the basis of the preceding discussion, the project is determined to be consistent with the first criterion.

The project will not exceed the assumptions in the AQMP based on the years of project build-out phase.

The 2022 AQMP demonstrates that the applicable ambient air quality standards can be achieved within the timeframes required under federal law. Growth projections from local general plans adopted by cities in the district are provided to the SCAG, which develops regional growth forecasts, which are then used to develop future air quality forecasts for the AQMP. Development consistent with the growth projections in Desert Hot Springs General Plan and further, consistent with the MSWD Urban Water Management Plan, is considered to be consistent with the AQMP.

Peak day emissions generated by construction activities are largely independent of land use assignments, but rather are a function of development scope and maximum area of disturbance. Irrespective of the site's land use designation, development of the site to its maximum potential would likely occur, with disturbance of the entire site occurring during construction activities. As such, when considering that no emissions thresholds will be exceeded, a less than significant impact would result.

On the basis of the preceding discussion, the project is determined to be consistent with the second criterion, and as a result, the project is determined to be consistent with the AQMP and the project would result in a less than significant impact under this issue.

b. *Less Than Significant Impact* – Air pollution emissions associated with the proposed project would occur over both a short and long-term time period. Short-term emissions include fugitive dust from construction activities (i.e., site prep, demolition, grading) and exhaust emissions at the project site. Long-term emissions generated by future operation of the proposed paved

roadway would not differ substantially from that which occurs at present, as the project would reduce fugitive dust generation from automobiles traveling on the existing dirt roadways, and enhance access to future development in the area that may be served by these roadway improvements.

Construction Emissions

Construction Activities

Construction activities associated with the project would result in emissions of VOCs, NO_X, SO_X, CO, PM_{10}, and $PM_{2.5}$. Construction-related emissions are expected from the following activities:

- Road Clearing
- Sub-Grade Construction
- Curb and Gutter Installation
- Asphalt Concrete Paving

Grading Activities

Dust is typically a major concern during grading activities. Because such emissions are not amenable to collection and discharge through a controlled source, they are called "fugitive emissions." Fugitive dust emissions rates vary as a function of many parameters (soil silt, soil moisture, wind speed, area disturbed, number of vehicles, depth of disturbance or excavation, etc.). CalEEMod was utilized to calculate fugitive dust emissions resulting from this phase of activity. The total excavation volume will be around 7,000 cubic yards, the total fill volume of around 3,000 cubic yards. This will generate approximately 4,000 cubic yards of excess material that will be exported off site. It is anticipated that excess soils will be deposited at the Wright RWRF or other approved nearby site and treated with appropriate long-term dust suppression measures.

On-Road Trips

Construction generates on-road vehicle emissions from vehicle usage for workers, vendors, and haul trucks commuting to and from the site. For worker trips, it is assumed that up to 15 individuals will be working on the construction site per day, though the number of construction workers will vary between 8 and 15 per day. According to the equipment list, it is assumed that a vendor truck will visit the site regularly. Hauling trips are estimated based on CalEEMod default parameters.

Construction Duration

For purposes of analysis, construction of the project is expected to commence in June 2025 and would last through October 2025. The construction schedule utilized in the analysis represents a "worst-case" analysis scenario should construction occur any time after the respective dates since emission factors for construction decrease as time passes and the analysis year increases due to emission regulations becoming more stringent.[4] The duration of

[4] As shown in the CalEEMod User's Guide Version 2022.1.1, Section 4.3 "Off-Road Equipment" as the analysis year increases, emission factors for the same equipment pieces decrease due to the natural turnover of older equipment being replaced by newer less polluting equipment and new regulatory requirements.

construction activity and associated equipment represents a reasonable approximation of the expected construction fleet as required per *CEQA Guidelines*.

Construction Equipment

The equipment modeled is based on information provided by MSWD. Consistent with industry standards and typical construction practices, each piece of equipment will operate up to a total of eight (8) hours per day, or more than two-thirds of the period during which construction activities are allowed pursuant to the code.

Regional Construction Emissions Summary

The estimated maximum daily construction emissions are summarized in Table III-2, and as shown, the project construction-source emissions would not exceed SCAQMD regional thresholds. Thus, the project would result in a less than significant impact associated with construction activities. Detailed Construction model outputs are presented in Attachment A to **Appendix 2.**

Table III-2: Regional Construction Emissions Summary

Source	Emissions (lbs./day)					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Summer						
2025	2.33	19.50	20.60	0.04	3.15	1.76
Winter						
2025	1.19	9.08	11.50	0.02	0.65	0.43
Maximum Daily Emissions	2.33	19.50	20.60	0.04	3.15	1.76
SCAQMD Regional Threshold	75	100	550	150	150	55
Threshold Exceeded?	NO	NO	NO	NO	NO	NO
[1]PM_{10} and $PM_{2.5}$ source emissions reflect 3x daily watering per SCAQMD Rule 403 for fugitive dust.						

Regional Operational Emissions

The proposed project primarily involves construction activity. No new trips would be anticipated to be generated by this use. The purpose of the project is to improve the paved roadway network in the City of Desert Hot Springs to accommodate the Wright RWRF's development, reduce fugitive dust generation from automobiles traveling on the existing dirt roadways, and enhance access to future development in the area that may be served by these roadway improvements. As such, the project would not violate an air quality standard or contribute to an existing violation. Therefore, project operations would not result in a cumulatively considerable net increase of any criteria pollutant and impacts would be less than significant.

Conclusion

The project, as evaluated herein would not exceed the regional or localized air quality significance thresholds. The CAAQS designates the project site as nonattainment for O_3, PM_{10}, and $PM_{2.5}$ while the NAAQS designates the project site as nonattainment for O_3 and $PM_{2.5}$.

The SCAQMD has published a report on how to address cumulative impacts from air pollution: White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution. In this report the SCAQMD clearly states (Page D-3):

"…the SCAQMD uses the same significance thresholds for project specific and cumulative impacts for all environmental topics analyzed in an Environmental Assessment or EIR. The only case where the significance thresholds for project specific and cumulative impacts differ is the Hazard Index (HI) significance threshold for TAC emissions. The project specific (project increment) significance threshold is HI > 1.0 while the cumulative (facility-wide) is HI > 3.0. It should be noted that the HI is only one of three TAC emission significance thresholds considered (when applicable) in a CEQA analysis. The other two are the maximum individual cancer risk (MICR) and the cancer burden, both of which use the same significance thresholds (MICR of 10 in 1 million and cancer burden of 0.5) for project specific and cumulative impacts.

Projects that exceed the project-specific significance thresholds are considered by the SCAQMD to be cumulatively considerable. This is the reason project-specific and cumulative significance thresholds are the same. Conversely, projects that do not exceed the project-specific thresholds are generally not considered to be cumulatively significant."

Therefore, this analysis assumes that individual projects that do not generate operational or construction emissions that exceed the SCAQMD's recommended daily thresholds for project-specific impacts would also not cause a cumulatively considerable increase in emissions for those pollutants for which SSAB is in nonattainment, and, therefore, would not be considered to have a significant, adverse air quality impact. Alternatively, individual project-related construction and operational emissions that exceed SCAQMD thresholds for project-specific impacts would be considered cumulatively considerable.

Construction Impacts: The project-specific evaluation of emissions presented in the preceding analysis demonstrates that proposed project construction-source air pollutant emissions would not result in exceedances of regional thresholds. Therefore, proposed project construction-source emissions would be considered less than significant on a project-specific and cumulative basis.

Operational Impacts: The project-specific evaluation of emissions presented in the preceding analysis demonstrates that proposed project operational-source air pollutant emissions would not result in exceedances of regional thresholds. Therefore, the proposed project operational-source emissions would be considered less than significant on a project-specific and cumulative basis.

c. *Less Than Significant Impact* – The potential impact of project-generated air pollutant emissions at sensitive receptors has also been considered.

Localized Construction Emissions

For this project, the appropriate SRA for the LST analysis is the SCAQMD Coachella Valley

monitoring station (SRA 30). LSTs apply to CO, NO2, PM10, and PM2.5. The SCAQMD produced look-up tables for projects less than or equal to 5 acres in size. The SCAQMD's screening look-up tables are utilized in determining localized impacts. It should be noted that since the look-up tables identify thresholds at only 1 acre, 2 acres, and 5 acres, linear regression has been utilized to determine localized significance thresholds.

The analysis makes use of methodology included in the SCAQMD *Final Localized Significance Threshold Methodology* (LST Methodology). The SCAQMD has established that impacts to air quality are significant if there is a potential to contribute or cause localized exceedances of the federal and/or state ambient air quality standards (NAAQS/CAAQS). Collectively, these are referred to as Localized Significance Thresholds (LSTs). The SCAQMD established LSTs in response to the SCAQMD Governing Board's Environmental Justice Initiative I-4[5]. LSTs represent the maximum emissions from a project that will not cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard at the sensitive receptor.

The SCAQMD recommends that the nearest sensitive receptor be considered when determining the project's potential to cause an individual or cumulatively significant impact. Receptors in the project study area shown on **Figure III-1**. The nearest land use where an individual could remain for 24 hours to the project site has been used to determine localized construction and operational air quality impacts for emissions of PM_{10} and $PM_{2.5}$ (since PM_{10} and $PM_{2.5}$ thresholds are based on a 24-hour averaging time.

The nearest receptor used for evaluation of localized impacts of PM_{10} and $PM_{2.5}$ is location R4 existing residence at 17280 Little Morongo Road, approximately 3,857 feet (1,176 meters) north of the project site. It should be noted that the look-up tables only identify thresholds up to a 500-meter distance. As a conservative measure, the 500-meter distance will be used in lieu of the 1,176-meter distance in order to evaluate localized PM_{10} and $PM_{2.5}$ emission impacts.

As previously stated, and consistent with LST Methodology, the nearest industrial/commercial use to the project site is used to determine construction and operational LST air impacts for emissions of NO_X and CO as the averaging periods for these pollutants are shorter (8 hours or less) and it is reasonable to assume that an individual could be present at these sites for periods of one to 8 hours. The nearest receptor used for evaluation of localized impacts of NO_X and CO is location Receptor R1 which represents the Wright RWRF, situated approximately 171 feet (52 meters) west of the project site. As such, for evaluation of localized NO_X and CO, a 52-meter distance will be used.

Table III-3 identifies the localized impacts at the nearest receptor location in the vicinity of the

[5] The purpose of SCAQMD's Environmental Justice program is to ensure that everyone has the right to equal protection from air pollution and fair access to the decision-making process that works to improve the quality of air within their communities. Further, the SCAQMD defines Environmental Justice as "…equitable environmental policymaking and enforcement to protect the health of all residents, regardless of age, culture, ethnicity, gender, race, socioeconomic status, or geographic location, from the health effects of air pollution."

project. Outputs from the model runs for construction LSTs are provided in Attachment A of **Appendix 2**. For analytical purposes, emissions associated with peak construction activities are considered for purposes of LSTs since these phases represent the maximum localized emissions that would occur. Any other construction phases of development that overlap would result in lesser emissions and consequently lesser impacts than what is disclosed herein. As shown in Table III-3, emissions resulting from the construction will not exceed the numerical thresholds of significance established by the SCAQMD for any criteria pollutant. Thus, a less than significant impact would occur for localized project-related construction-source emissions and no mitigation is required.

Table III-3: Project Localized Construction Impacts

On-Site Emissions	Emissions (lbs/day)			
	NO_X	CO	PM_{10}	$PM_{2.5}$
Road Clearing				
Maximum Daily Emissions	16.00	15.80	2.39	1.51
SCAQMD Localized Threshold	169	1,434	214	105
Threshold Exceeded?	NO	NO	NO	NO
Sub-Grade Construction				
Maximum Daily Emissions	18.40	18.50	2.64	1.63
SCAQMD Localized Threshold	169	1,434	214	105
Threshold Exceeded?	NO	NO	NO	NO
Curb and Gutter Installation				
Maximum Daily Emissions	10.90	14.10	0.62	0.46
SCAQMD Localized Threshold	169	1,434	214	105
Threshold Exceeded?	NO	NO	NO	NO
Asphalt and Concrete Paving				
Maximum Daily Emissions	8.94	10.50	0.40	0.37
SCAQMD Localized Threshold	169	1,434	214	105
Threshold Exceeded?	NO	NO	NO	NO

As shown in Table III-3, emissions resulting from the construction will not exceed the numerical thresholds of significance established by the SCAQMD for any criteria pollutant. Thus, results of the LST analysis indicate that the project will not exceed the SCAQMD localized significance thresholds during construction. Therefore, sensitive receptors would not be exposed to substantial pollutant concentrations during project construction.

Localized Operational Emissions

According to SCAQMD localized significance threshold methodology, LSTs would apply to the operational phase of a proposed project if the project includes stationary sources or attracts mobile sources that may spend extended periods queuing and idling at the site (e.g., warehouse or transfer facilities). As previously discussed, the purpose of the project is to improve the paved roadway network in the City of Desert Hot Springs to accommodate the Wright RWRF's development, reduce fugitive dust generation from automobiles traveling on the existing dirt roadways, and enhance access to future development in the area that may be served by these roadway improvements. The project will not include new stationary or mobile sources. Therefore, the project would not expose sensitive receptors to substantial pollutant

concentrations and impacts would be less than significant.

CO "Hot Spot" Analysis

A CO hotspot is defined as a localized concentration of CO exceeding the state one-hour standard of 20 ppm or the eight-hour standard of 9 ppm. At the time the most recent CEQA Air Quality Handbook (1993) was published by SCAQMD, the air basin was designated as non-attainment, requiring projects to perform hotspot analyses to ensure they did not worsen the existing conditions. Over the last two decades, background CO concentrations have been significantly reduced due to regulatory controls on tailpipe emissions, which have culminated in the air basin achieving attainment status for CO.

The 2003 AQMP's findings underscore that CO hotspots are highly unlikely due to the reduced background concentrations and the effectiveness of California's air quality management strategies. The substantial reduction in CO levels from the vehicle fleet and the state's attainment status for CO further diminish the need for detailed microscale hotspot analyses, reinforcing that existing monitoring and regulatory frameworks adequately address potential air quality concerns.

In 2003, the SCAQMD as part of its AQMP development process, prepared modeling to determine the potential for CO Hotspots at the four busiest intersections in the air basin. As summarized in the 2003 AQMP, even at one of the busiest intersections at that time, only 0.7 ppm of CO is attributable to vehicular traffic and the remaining 7.7 ppm were due to ambient background conditions. The 2003 AQMP's findings underscore that CO hotspots are highly unlikely due to the reduced background concentrations and the effectiveness of California's air quality management strategies. The substantial reduction in CO levels from the vehicle fleet and the state's attainment status for CO further diminish the need for detailed microscale hotspot analyses, reinforcing that existing monitoring and regulatory frameworks adequately address potential air quality concerns.

d. *Less Than Significant Impact* – Substantial odor-generating sources include land uses such as agricultural activities, feedlots, wastewater treatment facilities, landfills or various heavy industrial uses. The project does not contain land uses typically associated with emitting objectionable odors. Potential odor sources associated with the proposed project may result from construction equipment exhaust and the application of asphalt and architectural coatings during construction activities and the temporary storage of typical solid waste (refuse) associated with the proposed project's (long-term operational) uses. Standard construction requirements would minimize odor impacts from construction. The construction odor emissions would be temporary, short-term, and intermittent in nature and would cease upon completion of the respective phase of construction and is thus considered less than significant. It is expected that project-generated refuse would be stored in covered containers and removed at regular intervals in compliance with the solid waste regulations. The proposed project would also be required to comply with SCAQMD Rule 402 to prevent occurrences of public nuisances. Therefore, odors associated with the proposed project construction and operations would be less than significant and no mitigation is required.



FIGURE III-1

Tom Dodson & Associates
Environmental Consultants

Sensitive Receptors

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
IV. BIOLOGICAL RESOURCES: Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☒	☐	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☒	☐
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?	☐	☐	☐	☒
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☒	☐	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☒	☐
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☒	☐	☐

SUBSTANTIATION: The following information is provided based on a Biological Resources Assessment prepared by HDR, Inc. dated March 15, 2023 and is titled "*Biological Resources Technical Report Mission Springs Water District Wright WRWF Street Improvements Project.*" The following information is abstracted from the Biological Resources Assessment (BRA) provided as **Appendix 3.**

General Site Conditions

The project area is situated in the geographically based ecological classification known as the Upper Coachella Valley and Hills – Level IV Ecoregion of the Sonoran Basin and Range – Level III Ecoregion. Level IV Ecoregions are subregions within the larger Level III Ecoregions. The goal of regional ecological classifications is to reduce variability based on spatial covariance in climate, geology, topography, climax vegetation, hydrology, and soils. The Upper Coachella Valley and Hills Ecoregion, which is a subregion of Ecoregion 81, is surrounded by mountains, except to the south where it descends toward the agricultural lands and Salton Sea of Ecoregion 81f. Alluvial deposits cover most of the ecoregion, mantled by sand deposits in some areas. The southwestern part of the Ecoregion is mostly urbanized in the Palm Springs/Palm Desert area. It is a transitional desert region with some affinities to the Mojave Basin and Range Ecoregion (14) to the north.

The project area is situated in the northwestern end of the Coachella Valley, which is bordered on the north and northeast by the Little San Bernardino Mountains, on the east/southeast by the Seven Palms Valley and Edom Hills and on the west by the San Bernardino Mountain foothills. The topography of the project area consists of a flat to gently sloped landscape, and the elevation of the project site ranges from approximately 705 feet above mean sea level (amsl) at the intersection of Little Morongo Road and 20th Avenue on the southern end of the project, to 755 feet amsl at the intersection of Little Morongo Road and 19th Avenue on the northern end of the project.

The project area is within a hot desert climate (Koppen-Geiger Climate Classification: BWh), characterized by an average annual temperature equal to or greater than 64.4 degrees Fahrenheit (° F) and too little precipitation to support most plants. Average annual maximum temperatures within the project area peak at 108.2° F in July and fall to an average annual minimum temperature of 42.3° F in December and January. Average annual precipitation is greatest from December through March and reaches a peak in January (1.13 inches). Precipitation is lowest in the months of May and June (0.05 inches). Annual total precipitation averages 5.49 inches.

Hydrologically, the project area is situated within the Mission Creek Hydrologic Sub-Area (HSA 719.42), which comprises an approximately 73,873-acre drainage area within the larger Whitewater River Watershed (HUC 18100201). The Whitewater River is the major hydrogeomorphic feature within the Whitewater River Watershed. The closest tributary to the Whitewater River is Mission Creek, which flows north to south adjacent the east side of the project site, bordering the east side of Little Morongo Road.

Soils within the project area are comprised of the following:

- *Carsitas fine sand, 0 to 5 percent slopes*: Carsitas fine sands consist of fine sand over gravelly sand horizons comprised of sandy alluvium derived from granite. This soil type is excessively drained, with negligible runoff, and has not been identified as a hydric soil.
- *Carsitas gravelly sand, 0 to 9 percent slopes*: Carsitas gravelly sands consist solely of gravelly sand horizons comprised of sandy alluvium derived from igneous, metamorphic and sedimentary rock. This soil type is somewhat excessively drained, with very low runoff, and has not been identified as a hydric soil.
- *Myoma fine sand, 0 to 5 percent slopes*: Myoma fine sands consist of fine sand over sand horizons

comprised of wind-blown sandy alluvium. This soil type is somewhat excessively drained, with negligible runoff, and has not been identified as a hydric soil.

- *Carsitas cobbly sand, 2 to 9 percent slopes*: Carsitas cobbly sands consist of cobbly sand over gravelly sand horizons comprised of gravelly alluvium derived from granite. This soil type is excessively drained, with very low runoff, and has not been identified as a hydric soil.

Please refer to Appendix D of the BRA for a soil map of the project site and surrounding vicinity.

The project site consists of existing compacted dirt road, surrounded by undeveloped Coachella Valley Multiple Species Habitat Conservation Plan (CVMSHCP) Conservation Area to the east of Little Morongo Road; existing MSWD facilities and other disturbed areas to the west of Little Morongo Road, between 20th Avenue and both sides of 19th Avenue; and undeveloped open space south of 20th Avenue, between 20th Avenue and Interstate 10 (I-10).

Conclusion

Sensitive Biological Resources

A BRA and floristic botanical field survey of the project area was conducted by HDR in February of 2025 to identify potential habitat for special status species within the project area. The project site is completely disturbed and consists of existing compacted dirt roads and adjacent road shoulder. The federally listed Coachella Valley milk-vetch is considered absent from the proposed project footprint at the time of survey and the habitat conditions in the project area are not suitable for the state and federally listed Coachella Valley fringe-toed lizard (CVFTL). There is some suitable habitat adjacent the proposed project footprint for BUOW and this species was observed adjacent the project site during survey. No other special status species were observed in the project area during the field survey, and none are expected to occur on site.

Burrowing Owl

Burrowing owl (BUOW) have been documented occurring in the project vicinity, including within 0.5 mile west of the project area as recent as 2007. Therefore, a BUOW habitat suitability assessment and focused burrow survey of the project area was conducted by HDR in February of 2025 that included 100 percent visual coverage of the proposed project footprint and adjacent 500-foot survey buffer within any suitable and accessible adjacent undeveloped areas. The result of the habitat assessment and focused burrow survey was that no potential owl burrows or suitable surrogate burrows were observed in the survey area. However, one adult BUOW was observed approximately 400 feet east of the project site (east of Little Morongo Road). Therefore, BUOW are present in the project area and focused BUOW surveys are required to determine if, when, and how the site is used by BUOW, and whether the proposed project may impact this species.

- Focused BUOW surveys should consist of site visits on four (4) separate days. The focused burrow survey may count as the first site visit.
- An additional pre-construction survey should be conducted within 30 days prior to ground disturbance to avoid direct take of BUOW.

The BUOW is a state candidate for listing as an endangered species under California Endangered Species Act (CESA). As such, BUOW currently receive the same legal protection afforded to a state listed threatened or endangered species (FGC sections 2074.2 and 2085). However, given that the BUOW is not yet listed as a threatened or endangered species, the California Department of Fish and Wildlife (CDFW) cannot issue an incidental take permit (ITP) authorizing take of CESA listed species for BUOW at this time. If BUOW are determined to be present within the project area prior to project implementation, then any potential project related impacts to BUOW would need to be avoided and coordination with the CDFW may be required.

Although there are no potential owl burrows within the proposed project footprint and the project is not likely to result in direct take of BUOW, construction related disturbances to nearby nesting BUOW could potentially result in nest failures or other indirect impacts to this species. In general, impacts to BUOW can be avoided by conducting work outside of their breeding season, which is identified as March 1 to September 1. If BUOW are found within the project area at the time of construction, all activities likely to affect the animal(s) would need to cease immediately and CDFW would need to be contacted to determine appropriate management actions. Regardless of survey results and conclusions given therein (**Appendix 2**), BUOW are protected by applicable state and federal laws. Importantly, nothing given in this report is intended to authorize any form of disturbance to BUOW. Such authorization must come from the appropriate regulatory agencies, including CDFW and United States Fish and Wildlife Service (USFWS).

Nesting Birds

In general, impacts to all bird species (common and special status) can be avoided by conducting work outside of the nesting season, which is generally January 1 to September 15 for raptors and February 1 to September 1 for passerine species. However, if all work cannot be conducted outside of nesting season, the following precautionary measures are recommended to ensure Migratory Bird Treaty Act (MBTA) and FGC compliance:

- Vegetation removal, including any tree removal or pruning, and structure demolition should be conducted outside the typical nesting season (i.e., between September 15 and December 31).
- To avoid impacts to nesting birds (common and special status) during the nesting season, a qualified Avian Biologist should conduct preconstruction nesting bird surveys prior to project related disturbance to suitable nesting areas to identify any active nests. The nesting bird surveys should be conducted no more than three (3) days prior to project initiation.

If no active nests are found, no further action would be required. If an active nest is found, the biologist should set appropriate no-work buffers around the nest which would be based upon the nesting species, its sensitivity to disturbance, nesting stage and expected types, intensity, and duration of disturbance. The nest(s) and buffer zones should be field checked weekly by a qualified biological monitor. The approved no-work buffer zone should be clearly marked in the field, within which no disturbance activity should commence until the qualified biologist has determined the young birds have successfully fledged and the nest is inactive..

Jurisdictional Waters

The result of the jurisdictional waters assessment is that there are no wetland or non-wetland waters of the United States (WOTUS) or waters of the State potentially subject to regulation by the United States Army Corps of Engineers (USACE) under Section 404 of the Clean Water Act (CWA), the Regional Water Quality Control Board (RWQCB) under Section 401 of the CWA and/or Porter Cologne Water Quality Control Act, or the California Department of Fish and Wildlife (CDFW) under Section 1602 of the California Fish and Game Code (FGC), respectively. Therefore, the project will not impact any jurisdictional waters and no state or federal jurisdictional waters permitting will be required.

Land Use Designations

The project is within the CVMSHCP boundary. Although the project site is not within any Conservation Areas and will not impact any Essential Ecological Processes or Biological Corridors and Linkages, the project site is adjacent (west of) the Willow Hole Conservation Area. Further, the proposed project is identified as a covered activity under the CVMSHCP; as a result, the project would benefit from streamlined permitting and incidental take coverage.

As a "covered activity" under the CVMSHCP, the project:

- *Is included in the list of activities anticipated and analyzed in the Plan.*
- *Is eligible for incidental take authorization under the federal Endangered Species Act and California Natural Community Conservation Planning Act.*
- *Can proceed without separate federal or state endangered species permits, as long as it complies with the Plan's requirements.*

As a "covered activity" under the CVMSHCP, the following are still required:

- The project must pay the Local Development Mitigation Fee (if outside Conservation Areas).
- The project must undergo a Joint Project Review (JPR) if within or adjacent to a Conservation Area.
- The project must demonstrate consistency with:
  - Conservation Objectives for the area.
  - Avoidance, Minimization, and Mitigation Measures for each Covered Species.
  - Land Use Adjacency Guidelines.

Therefore, the project will need to conform with the Guidelines for projects that are adjacent CVMSHCP Conservation Areas. Section 4.5 of the CVMSHCP identifies guidelines to avoid or minimize indirect effects from development sharing a common boundary with Conservation Areas. These Guidelines Are:

1) *Drainage* – Proposed Development adjacent to or within a Conservation Area shall incorporate plans to ensure that the quantity and quality of runoff discharged to the adjacent Conservation Area is not altered in an adverse way when compared with existing conditions. Stormwater systems shall be designed to 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 Conservation Area.

2) *Toxics* – Land uses proposed adjacent to or within a Conservation Area that use chemicals or generate byproducts such as manure that are potentially toxic or may adversely affect wildlife and plant species, Habitat, or water quality shall incorporate measures to ensure that application of such chemicals does not result in any discharge to the adjacent Conservation Area.
3) *Lighting* – For proposed Development adjacent to or within a Conservation Area, lighting shall be shielded and directed toward the developed area. Landscape shielding or other appropriate methods shall be incorporated in project designs to minimize the effects of lighting adjacent to or within the adjacent Conservation Area in accordance with the guidelines to be included in the Implementation Manual.
4) *Noise* – Proposed Development adjacent to or within a Conservation Area that generates noise in excess of 75 dBA Leq hourly shall incorporate setbacks, berms, or walls, as appropriate, to minimize the effects of noise on the adjacent Conservation Area in accordance with the guidelines to be included in the Implementation Manual.
5) *Invasives* – Invasive, non-native plant species shall not be incorporated in the landscape for land uses adjacent to or within a Conservation Area. Landscape treatments within or adjacent to a Conservation Area shall incorporate native plant materials to the maximum extent Feasible; recommended native species are listed in Table 4-112 [of the CVMSHCP]. The plants listed in Table 4-113 [of the CVMSHCP] shall not be used within or adjacent to a Conservation Area. This list may be amended from time to time through a Minor Amendment with Wildlife Agency Concurrence.
6) *Barriers* – Land uses adjacent to or within a Conservation Area shall incorporate barriers in individual project designs to minimize unauthorized public access, domestic animal predation, illegal trespass, or dumping in a Conservation Area. Such barriers may include native landscaping, rocks/boulders, fencing, walls and/or signage.
7) *Grading/Land Development* – Manufactured slopes associated with site Development shall not extend into adjacent land in a Conservation Area.

Additionally, the project proponent should be prepared to pay the CVMSHCP fees and restrict all project related impacts to existing ROW and/or other areas outside of the adjacent Willow Hole Conservation Area. No other CVMSHCP conservation or avoidance measures are expected.

Impact Analysis

a. *Less Than Significant With Mitigation Incorporated* – Implementation of the proposed project is not anticipated to have a potential for an adverse effect, either directly or through habitat modifications, on species identified as a candidate, sensitive, or special species in local or regional plans, policies, or regulations, or by the CDFW or USFWS. As stated above, only one sensitive species was observed during the reconnaissance-level field survey, but this occurrence was BUOW about 400 feet from the project area of potential effect. A BUOW habitat suitability assessment and focused burrow survey of the project area was conducted by HDR in February of 2025. The result of the habitat assessment and focused burrow survey was that no potential owl burrows or suitable surrogate burrows were observed in the survey area. However, one adult BUOW was observed approximately 400 feet east of the project site (east of Little

Morongo Road). Therefore, BUOW are present in the project area and focused BUOW surveys are required to determine if, when, and how the site is used by BUOW, and whether the proposed project may impact this species.

BIO-1 Prior to commencement of construction, A protocol burrowing owl survey will be conducted using the 2012 survey protocol methodology identified in the "Staff Report on Burrowing Owl Mitigation, State of California, Natural Resources Agency, Department of Fish and Game, March 7, 2012," or the most recent CDFW survey protocol available. The burrowing owl survey shall be conducted with a minimum of four site visits conducted on four separate days.

BIO-2 A preconstruction presence/absence survey shall be conducted no more 30 days in advance of construction. This survey can overlap with the final protocol burrowing owl survey conducted pursuant to MM BIO-1.

BIO-3 If burrowing owl(s) are detected during the focused surveys within the area of potential effect delineated by the construction contractor in coordination with the biologist, the MSWD shall immediately contact CDFW for coordination of next steps prior to commencing project construction or ground disturbing activities. If a BUOW is found on-site at the time of construction, all activities likely to affect the animal(s) must cease immediately and CDFW shall to be contacted to determine appropriate management actions. All actions thereafter shall be at the discretion and approval of CDFW in compliance with CESA.

The BUOW is a state candidate for listing as an endangered species under CESA. As such, BUOW currently receive the same legal protection afforded to a state listed threatened or endangered species (FGC sections 2074.2 and 2085). However, given that the BUOW is not yet listed as a threatened or endangered species, the CDFW cannot issue an incidental take permit (ITP) authorizing take of CESA listed species for BUOW at this time. If BUOW are determined to be present within the project area prior to project implementation, then any potential project related impacts to BUOW would need to be avoided and coordination with the CDFW may be required. **MMs BIO-1 through BIO-3**, would ensure protection of this species in light of project implementation.

There is no suitable habitat for the any other special status species within the project site. Given that the proposed project would not impact any CVMSHCP Conservation Areas, under which the Coachella Valley milk-vetch and Coachella Valley fringe-toed lizard are all CVMSHCP Covered Species and CVMSHCP provides "take" authorization for Covered Species during otherwise lawful activities, by providing for the conservation of the Covered Species (refer to the discussion under issue "e" below). No other sensitive species have been identified as having a potential to exist within or be impacted by the proposed project. Therefore, with the implementation of **MMs BIO-1 through BIO-3,** the proposed project would have a less than significant potential to result in a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and

Wildlife or U.S. Fish and Wildlife Service.

b. *Less Than Significant Impact* – Implementation of the proposed project has minimal potential to have an adverse effect on any riparian habitat or sensitive natural community identified in local or regional plans, policies, regulations, or by the CDFW or USFWS. As stated in the BRA provided as **Appendix 3** prepared by HDR, the project area does not contain any sensitive habitats, including any USFWS designated Critical Habitat for any federally listed species, and the project will not result in any loss or adverse modification of Critical Habitat. Furthermore, no intermittent or ephemeral dry washes that would meet the definitions of State and federal jurisdictional waters as defined by Section 1600 of the State of California FGC or "Waters of the United States" (WOTUS) as defined by Section 404 of the CWA occur on the project site. Therefore, no regulatory permits from these agencies will be required for this project. Based on the field survey conducted by HDR and the information contained in **Appendix 3,** no significant impacts to riparian habitat or other sensitive communities are anticipated to occur as a result of implementation of the proposed project.

c. *No Impact* – According to the data gathered by HDR in **Appendix 3**, no federally protected wetlands occur within the project footprint. Therefore, no CWA Sections 404/401 permitting through the USACE or RWQCB would be required. Furthermore, the project will not impact any aquatic resources or habitats subject to regulation by the CDFW under Section 1602 of the California FGC or the RWQCB under the Porter-Cologne Water Quality Control Act, respectively. Thus, implementation of the proposed project will have no potential to impact state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means. No mitigation is required.

d. *Less Than Significant With Mitigation Incorporated* – Based on the field survey of the project site, the project will not substantially interfere with the movement of any native resident or migratory species or with established native or migratory wildlife corridors, or impede the use of native nursery sites. Habitat linkages provide connections between larger habitat areas that are separated by development. Wildlife corridors are similar to linkages but provide specific opportunities for animals to disperse or migrate between areas. A corridor can be defined as a linear landscape feature of sufficient width to allow animal movement between two comparatively undisturbed habitat fragments. Adequate cover is essential for a corridor to function as a wildlife movement area. It is possible for a habitat corridor to be adequate for one species yet still inadequate for others. Wildlife corridors are features that allow for the dispersal, seasonal migration, breeding, and foraging of a variety of wildlife species. Additionally, open space can provide a buffer against both anthropogenic disturbance and natural fluctuations in resources.

The proposed project is adjacent to Mission Creek, but as the area within which the project would be developed, in addition to the area west of the roadway, is developed or in the process of being developed, no wildlife movement is anticipated to occur within the area. Further, once constructed, the entirety of the project will serve as an at grade paved roadway, which would

not hinder wildlife movement. However, the State does protect all migratory and nesting native birds. Further, the project site and surrounding area consists of habitat that is suitable to support nesting birds. Thus, the project area may include areas that function as nesting locations for native birds. To avoid impacting nesting birds as required by the MBTA and California FGC, the following mitigation measure shall be implemented:

BIO-4 ***Regardless of the time of year, a preconstruction survey shall be performed to verify absence of nesting birds. A qualified biologist shall conduct the pre-activity survey within the project areas (including access routes) and a 500-foot buffer surrounding the project areas, no more than three (3) days prior to the initiation of project activities, including, but not limited to clearing, grubbing, and/or rough grading to prevent impacts to birds and their nests. Pre-construction surveys shall focus on both direct and indirect evidence of nesting, including nest locations and nesting behavior. The qualified biologist shall make every effort to avoid potential nest predation as a result of survey and monitoring efforts. If nesting bird activity is present within the work area or the project's zone of influence (generally 100-300 feet), a no disturbance buffer zone shall be established by the qualified biologist to be marked on the ground around each nest. The buffer shall be a minimum of 500 feet for raptors and 300 feet for songbirds, unless a smaller buffer is specifically determined by a qualified biologist familiar with the nesting phenology of the nesting species. The buffer areas shall be avoided until the nests are no longer occupied and the juvenile birds can survive independently from the nests. Active nest(s) and an established buffer distance(s) shall be monitored daily by the qualified biologist until the qualified biologist has determined the young have fledged or the project has been completed. The qualified biologist has the authority to stop work if nesting pairs exhibit signs of disturbance. If there is no nesting activity, then no further action is needed for this measure. If an active nest is encountered during the project construction, construction shall stop immediately until a qualified biologist can determine (1) the status of the nest, and (2) when work can proceed without risking violation to state or federal laws.***

Thus, with implementation of the above measure, any effects on wildlife movement or the use of wildlife nursery sites can be reduced to a less than significant impact.

e. *Less Than Significant Impact* – Development of the proposed project would have a less than significant potential to conflict with any local policies or ordinances protecting biological resources. Impacts to biological resources have been addressed above under issues IV(a-d). Due to the nature of the proposed project—installing pavement within an existing dirt roadway alignment—no trees or other biological resources that might be protected exist within the project footprint. Therefore, the potential for the project to conflict with local policies or ordinances pertaining to biological resources would be considered less than significant.

f. *Less Than Significant With Mitigation Incorporated* – Please refer to the discussion under Conclusion and issue IV(a), above. The County of Riverside developed the CVMSHCP to enhance and maintain biological diversity and ecosystem processes while allowing future economic growth. The CVMSHCP sets Conservation Goals and Objectives to ensure the

conservation of the Covered Species and conserved natural communities in the MSHCP Reserve System. In addition to setting Conservation Goals and Objectives for the Covered Species and conserved natural communities, the MSHCP has designated Core Habitat, Other Conserved Habitat, Essential Ecological Processes, and Biological Corridors and Linkages. The CVMSHCP area is divided into Conservation Areas based on a combination of ecological and jurisdictional factors. The CVMSHCP is intended to satisfy the legal requirements to authorize the "take" of species covered under the Plan during otherwise lawful activities, by providing for the conservation of the Covered Species. The BRA provided as **Appendix 3** concluded that the project concluded that the project area is outside any CVMSHCP Conservation Areas, but that the project will need to conform with the Guidelines for projects that are adjacent CVMSHCP Conservation Areas. Further, the proposed project is identified as a covered activity under the CVMSHCP. As described above, this does not exempt the project from conformance with the Guidelines referenced in **MM BIO-5**, below. Thus, the proposed project shall be required to adhere to the CVMSHCP guidelines through the implementation of **MM BIO-5.**

BIO-5 The project shall be required to comply with the provisions of the Coachella Valley Multi-Species Habitat Conservation Plan requirements for projects adjacent to Conservation Areas.

1) *Drainage – Proposed Development adjacent to or within a Conservation Area shall incorporate plans to ensure that the quantity and quality of runoff discharged to the adjacent Conservation Area is not altered in an adverse way when compared with existing conditions. Stormwater systems shall be designed to 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 Conservation Area.*
2) *Toxics – Land uses proposed adjacent to or within a Conservation Area that use chemicals or generate byproducts such as manure that are potentially toxic or may adversely affect wildlife and plant species, Habitat, or water quality shall incorporate measures to ensure that application of such chemicals does not result in any discharge to the adjacent Conservation Area.*
3) *Lighting – For proposed Development adjacent to or within a Conservation Area, lighting shall be shielded and directed toward the developed area. Landscape shielding or other appropriate methods shall be incorporated in project designs to minimize the effects of lighting adjacent to or within the adjacent Conservation Area in accordance with the guidelines to be included in the Implementation Manual.*
4) *Noise – Proposed Development adjacent to or within a Conservation Area that generates noise in excess of 75 dBA Leq hourly shall incorporate setbacks, berms, or walls, as appropriate, to minimize the effects of noise on the adjacent Conservation Area in accordance with the guidelines to be included in the Implementation Manual.*
5) *Invasives – Invasive, non-native plant species shall not be incorporated in the landscape for land uses adjacent to or within a Conservation Area. Landscape treatments within or adjacent to a Conservation Area shall incorporate native plant materials to the maximum extent Feasible; recommended native species are listed in Table 4-112 [of the CVMSHCP]. The plants listed in Table 4-113 [of the*

CVMSHCP] shall not be used within or adjacent to a Conservation Area. This list may be amended from time to time through a Minor Amendment with Wildlife Agency Concurrence.

6) *Barriers – Land uses adjacent to or within a Conservation Area shall incorporate barriers in individual project designs to minimize unauthorized public access, domestic animal predation, illegal trespass, or dumping in a Conservation Area. Such barriers may include native landscaping, rocks/boulders, fencing, walls and/or signage.*
7) *Grading/Land Development – Manufactured slopes associated with site Development shall not extend into adjacent land in a Conservation Area.*

Therefore, with the above mitigation, the project as described would be consistent with the Conservation Goals and Objectives set forth in the CVMSHCP. Impacts are less than significant with mitigation incorporated.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
V. CULTURAL RESOURCES: Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	☐	☒	☐	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☒	☐	☐
c) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☒	☐

SUBSTANTIATION: A cultural resources report has been prepared to evaluate the potential for cultural resources to occur within the project area of potential effect entitled "*Cultural Resources Assessment for Street Improvements for the Mission Springs Water District Regional Wastewater Reclamation Facility Project, Desert Hot Springs, Riverside County California*" prepared by Mojave Archaeological Consulting dated December 23, 2024 (**Appendix 4**). The following information is abstracted from this report. It provides an overview and findings regarding the cultural resources found within the project area.

Background

In 2019, MSWD certified an Environmental Impact Report (EIR) for the West Valley Water Reclamation Program for the construction of municipal wastewater collection and treatment systems that would facilitate the individual septic systems that overlie the Mission Creek aquifer. The planned program consisted of three components: construction of the Nancy Wright Regional Wastewater Reclamation Facility [Nancy Wright RWRF], construction of a conveyance system connecting existing sewered areas to the Nancy Wright RWRF, and construction of a collection system in an area MSWD refers to as M2. Prior to construction associated with these components, CRM TECH conducted a cultural resources assessment that included a records search and background research, Native American outreach, and a pedestrian field survey to identify any "historical resources" within the West Valley Water Reclamation Program project area at that time, including the Nancy Wright RWRF (Tang et al. 2018).

As part of the continued development of the Nancy Wright RWRF, MSWD will complete street improvements adjacent to the Nancy Wright RWFR. The roadways are currently dirt and will be paved. The paved roadways are anticipated to be 32-ft in width and will also include curbs, gutters, and future sidewalk construction (12-ft) for a total of a 44-ft wide right-of-way (ROW) along 19th Avenue, Little Morongo Road, and 20th Avenue. Additionally, stop signs and other signage will be installed. The project is anticipated to include ground disturbance along the 1.08 miles of roadway to include

clearing, grubbing, and subgrade construction using bulldozers, backhoes, graders, and other major equipment. As these activities expand the area covered and addressed by the previous 2018 cultural resources assessment, a letter report was prepared by Mojave Archaeological Consulting in December 2024 (**Appendix 4**) to identify and address any impacts to cultural resources associated with the newly planned roadwork.

In order to identify any "historical resources" as defined by CEQA, Mojave Archaeological Consulting reviewed background research, requested a new search of the Native American Heritage Commission (NAHC) Sacred Lands File (SLF) and a list of Native American contacts, conducted outreach with the Agua Caliente Band of Cahuilla Indians (ACBCI), and completed a pedestrian field survey. The investigation was carried out by Michelle Hart, M.A. Ms. Hart has more than 12 years of experience conducting cultural resource studies and meets the Secretary of Interior's professional qualifications standards for archaeology, architectural history, and history.

Mojave Archaeological Consulting assessed the proposed project site for potentially significant cultural resources under CEQA. Specifically, CEQA guidelines state "historical resources" include resources listed in, or determined to be eligible for listing in the California Register of Historical resources (or determined to be historically significant by the lead agency—generally, in cases where the resource would meet any of the criteria for listing on the California Register of Historical Resources). Portions of the project site have been covered by multiple previous cultural resource studies and the project site was again fully covered by the current investigation. Segments of three roads (19th Avenue, 20th Avenue, and Little Morongo Road) will be subject to paving and other disturbances as a result of the proposed project. These three roads date to the historic-era and are noted on topographic maps dating to the 1940's through 1950's. One of the roads (20th Avenue [33-008403/33-028053]) appears to have been evaluated previously under the criteria for listing in the National Register of Historic Places and the California Register of Historical Resources and was found not to be eligible. During the current survey, no artifacts or other historic materials were identified in association with the roads, and in general, all three of the roads appear to lack any important historic associations, significant or notable aspects of design or construction, or any demonstrated potential for additional data that would yield new information important to history. The roads remain in use today, were found to be modern in appearance, and overall, do not retain any historic character or aspects that would convey their 1940's to 1950's period of construction as they have been widened and substantially altered by grading, flood repair, and construction activities in recent years (as evidenced by aerial imagery and field verification). As such, 19th Avenue, 20th Avenue, and Little Morongo Road are not considered to be "historical resources" for the purposes of CEQA. No other cultural resources, either prehistoric, or historic, were found within the project site. Additionally, the area appears subject to sheetwash erosion as well as periodic heavy flooding from adjacent Mission Creek; it is unlikely any intact cultural deposits would be present in such a setting. Considering these findings, Mojave Archaeological Consulting recommends to the Mission Springs Water District that the project will have no impact to historical or archaeological resources.

However, it should be noted that during outreach efforts with the Agua Caliente Band of Cahuilla Indians (ACBCI), ACBCI expressed concerns regarding the sensitivity for Tribal cultural resources within the general area and specified that they would request the presence of "an approved Agua

Caliente Native American Cultural Monitor(s) during any ground disturbing activities."

No further cultural resources work is recommended as necessary for the proposed project activities. However, if potentially significant archaeological materials are encountered during construction, all work should be halted in the vicinity of the discovery until a qualified archaeologist can assess the significance and integrity of the find. If intact and significant archaeological remains are encountered, the impacts of the project should be mitigated appropriately. Any such discoveries, and subsequent evaluation and treatment, should be documented in a cultural resources report, which would be submitted to the SCIC (and the ACBCI THPO, as requested). Additionally, Health and Safety Code Section 7050.5, CEQA Statute & Guidelines Section 15064.5(e), and PRC Section 5097.98 mandate the process to be followed in the event of the discovery of human remains. Finally, if the project is expanded to include areas not covered by this survey or other recent cultural resource surveys, additional cultural resource investigations may be required.

Impact Analysis

a&b. *Less Than Significant With Mitigation Incorporated* – CEQA establishes that "a project that may cause a substantial adverse change in the significance of a historical resource is a project that may have a significant effect on the environment" (PRC §21084.1). "Substantial adverse change," according to PRC §5020.1(q), "means demolition, destruction, relocation, or alteration such that the significance of a historical resource would be impaired."

Per the above discussion and definition, no archaeological sites or isolates were recorded within the project boundaries; thus, none of them requires further consideration during this study. In light of this information and pursuant to PRC §21084.1, the following conclusions have been reached for the project:

- No historical resources within or adjacent to the project area have any potential to be disturbed as they are not within the proposed area in which the facilities will be constructed and developed, and thus, the project as it is currently proposed will not cause a substantial adverse change to any known historical resources.
- Sensitive Tribal and Archaeological Resources may be located in the soils underlying the roadways within which the paved roadway alignment will be installed. Mitigation is required to minimize any potential impacts thereof.

There is a potential to encounter cultural materials; however, unknown buried cultural materials cannot be discovered until excavation and earthmoving take place, and may be discovered during earthmoving operations associated with the project. As such, the following mitigation measures shall be implemented:

CUL-1 ***Should any cultural resources be encountered during construction of these facilities, earthmoving or grading activities in the immediate area of the finds shall be halted and an onsite inspection shall be performed immediately by a qualified archaeologist. Responsibility for making this determination shall be with the District's onsite***

inspector. The archaeological professional shall assess the find, determine its significance, and make recommendations for appropriate mitigation measures within the guidelines of the California Environmental Quality Act.

CUL-2 ***Due to the heightened cultural sensitivity of the proposed project area, a Qualified Archaeologist (Secretary of the Interior's Standards and Guidelines) shall be present for ground-disturbing activities that occur within the proposed project area (which includes, but is not limited to, tree/shrub removal and planting, clearing/grubbing, grading, excavation, trenching, compaction, fence/gate removal and installation, drainage and irrigation removal and installation, hardscape installation [benches, signage, boulders, walls, seat walls, fountains, etc.], and archaeological work). A sufficient number of archaeological monitors shall be present each work day to ensure that simultaneously occurring ground disturbing activities receive thorough levels of monitoring coverage. A Monitoring and Treatment Plan that is reflective of the project mitigation shall be completed by the archaeological consultant and submitted to the District for dissemination to the ACBCI Cultural Resources Management Department. Once all parties review and approve the plan, it shall be adopted by the District – the plan must be adopted prior to permitting for the project. Any and all findings will be subject to the protocol detailed within the Monitoring and Treatment Plan.***

With the above mitigation measures, the potential for impacts to cultural resources will be reduced to a less than significant level. No additional mitigation is required.

c. *Less Than Significant Impact* – As noted in the discussion above, no available information suggests that human remains may occur within the Area of Potential Effect (APE) and the potential for such an occurrence is considered very low. Human remains discovered during the project will need to be treated in accordance with the provisions of HSC §7050.5 and PRC §5097.98, which is mandatory. State law (Section 7050.5 of the Health and Safety Code) as well as local laws requires that the Police Department, County Sheriff and Coroner's Office receive notification if human remains are encountered. Compliance with these laws is considered adequate mitigation for potential impacts. Thus, the potential for impact to discovery and treatment of human remains will be less than significant.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
VI. ENERGY: Would the project:				
a) Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operations?	☐	☒	☐	☐
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☒	☐	☐

SUBSTANTIATION

Impact Analysis

a&b. *Less Than Significant With Mitigation Incorporated* – During construction, the proposed project will utilize construction equipment that is CARB approved, minimizing emissions generated and electricity required to the extent feasible (as outlined under Section III, Air Quality, above). As stated in Section III, Air Quality, the construction of the proposed Street Improvement Project would require mitigation measures to minimize emissions impacts from construction equipment use. These mitigation measures also apply to energy resources as they require equipment not in use for 5 minutes to be turned off, and for electrical construction equipment to be used where available. These measures would prevent a significant impact during construction due to wasteful, inefficient, or unnecessary consumption of energy resources, and would also conform to the CARB regulations regarding energy efficiency.

Southern California Edison Company (SCE) is the primary distribution provider for electricity in the project area. According to the City of Desert Hot Springs General Plan Environmental Impact Report (General Plan EIR), in the 2018 fiscal year, SCE sold approximately 87,143 million kilowatt hours (kWh) of electricity; approximately 46% of the electricity that SCE delivered to customers came from carbon-free resources, including solar energy (approximately 13%), wind energy (approximately 13%), and geothermal energy (approximately 8%). The City's General Plan EIR provides the following analysis related to new development under Chapter 4.6, Energy:

"New development and land use turn over would be required to comply with statewide mandatory energy requirements outlined in Title 24, Part 6, of the California Code of Regulations (the CalGreen Code), which would decrease estimated electricity consumption in new and/or retrofitted structures. Additional electricity reductions would be achieved through the implementation of Mitigation Measure GHG-1C, which requires the adoption of a Zero Net Energy (ZNE) ordinance. The adoption and implementation of a ZNE ordinance would require increased building efficiency and the installation of renewable energy infrastructure (e.g.,

photovoltaic (PV) systems and/or windmills) to offset the building/structure's energy consumption."

A ZNE ordinance has not yet been adopted by the City. Furthermore, the proposed project would be required to comply with Title 24, Part 6, of the California Code of Regulations (the CalGreen Code). Additionally, in July 2013, the City of Desert Hot Springs adopted an Energy Action Plan (EAP), to which the project will be required to adhere. However, the operation of the roadways will not require a new source of energy. This is because the paved roadways serve as transportation corridors, and do not require energy to operate, beyond the energy required to power stop lights. Stop lights are not planned to be developed as part of the proposed project. No natural gas would be required to operate the proposed project, and trips to the project footprint would occur only on an as needed basis for maintenance purposes. As such, petroleum consumption associated with implementation of the Street Improvement Project would not be considered unnecessary, inefficient, or wasteful.

According to SCE's website[6], SCE is committed to delivering power reliably and to meet demand; SCE is expanding and upgrading the transmission and distribution networks to meet the region's growing demand for electricity, and improve grid performance, while meeting California's ambitious renewable-power goals. As such, it is anticipated that SCE will continue to have ample power supply to serve the construction of the project without the need for additional electrical capacity. Therefore, given the lack of energy required to operate the proposed project, it is not anticipated that the project would either result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operations, or conflict with or obstruct a state or local plan for renewable energy or energy efficiency. Impacts under these issues are considered less than significant.

[6] SCE, 2025. Meeting Demand. https://www.sce.com/about-us/reliability/meeting-demand (01/08/25)

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
VII. GEOLOGY AND SOILS: Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
(i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☒	☐
(ii) Strong seismic ground shaking?	☐	☐	☒	☐
(iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
(iv) Landslides?	☐	☐	☒	☐
b) Result in substantial soil erosion or the loss of topsoil?	☐	☒	☐	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in onsite or offsite landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☒	☐	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☐	☒	☐
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?	☐	☐	☒	☐
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐

SUBSTANTIATION:

Impact Analysis

a. i. Ground Rupture

Less Than Significant Impact – The project footprint is located in the City of Desert Hot Springs within the County of Riverside, which is situated proximate to several active faults, including the North and South Branches of the San Andreas fault, which are considered to be Alquist-Priolo fault zones, as well as the Garnet Hill Fault, which is a Riverside County Designated Fault Zone. **Figure VII-1** shows where these faults are located as depicted in the City of Desert Hot Springs General Plan, which depicts faults within the City boundary as well as within and around its Sphere of Influence. According to **Figure VII-1**, the footprint is located not within an Alquist-Priolo fault zone, but the Banning Strand of the San Andreas Fault Zone traverses the area just north of the project. The proposed roadway would not cross through an active fault zone, and therefore the potential for fault rupture within the paved roadway alignment is considered less than significant. The proposed project would have a less than significant potential to expose people or structures to rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map.

ii. Strong Seismic Ground Shaking

Less Than Significant Impact – As stated in the discussion above, several faults run through the City, and as with much of southern California, the proposed paved roadway will be subject to strong seismic ground shaking impacts should any major earthquakes occur in the future, particularly due to the site's location north and south of two fault zones, as shown in **Figure VII-1**. Construction of the proposed roadway improvements would be temporary, and would be developed at or below grade and outdoors. Construction workers would generally only be at risk when working indoors. This is because seismic ground shaking may cause structural damage that could affect persons inside structures to be exposed to risk associated with strong seismic ground shaking when indoors or atop a roof of a structure. Overall, construction would be temporary in nature and the probability of seismic ground shaking during construction is low. Thus, construction impacts would be less than significant.

The potential impacts to roadways due to strong seismic groundshaking consists of pavement buckling and damage, with minimal potential harm to humans unless a person is on a roadway damaged by the groundshaking. The California Professional Engineers Act (Building and Professions Code Sections 6700-6799) and the Codes of Professional Conduct, as administered by BPELS, provide the basis for regulating and enforcing engineering practice in California. Many such facilities exist and function within areas susceptible to strong ground shaking effects. Therefore, given that the proposed project consists of paved roadway that will be constructed within existing dirt ROW roadway alignments and that no structures will be developed in support of the proposed project, there is a less than significant potential for people or structures to be exposed to strong seismic ground shaking.

iii. Seismic-Related Ground Failure Including Liquefaction

Less Than Significant Impact – The three factors determining whether a site is likely to be

subject to liquefaction include seismic shaking, type and consistency of earth materials, and groundwater level. Liquefaction of saturated cohesionless soils can be caused by strong ground motion resulting from earthquakes. Soil liquefaction is a phenomenon in which saturated, cohesionless soils lose their strength due to the build-up of excess pore water pressure during cyclic loading such as that induced by earthquakes. According to the City of Desert Hot Springs General Plan Seismic Hazards Map (**Figure VII-1**), the project site is located within a general area known to be susceptible to liquefaction. As with other ground failure potential, paved roadways are not susceptible to significant adverse effects associated with liquefaction. Damage to paved roadways can occur, but can be repaired and placed back into operation with no loss of human life. Therefore, potential impacts associated with seismic-related ground failure would be considered less than significant. No mitigation is required.

iv. Landslide

Less Than Significant Impact – According to the City of Desert Hot Springs General Plan EIR, Landslides are found along the perimeter of the City on properties abutting the surrounding hills and mountains. The proposed project footprint is located in the southern portion of the City near the I-10 and is in a relatively flat area. Thus, the project appears to be located within an area of low susceptibility to landslides. Therefore, potential impacts associated with landslides are considered less than significant. No mitigation is required.

b. *Less Than Significant With Mitigation Incorporated* – The majority of the project area has been graded and compacted because the proposed Street Improvement Project would occur within existing dirt road ROW. The proposed Street Improvement Project will result in land disturbance within dirt roadways and adjacent rights-of-way to accommodate the footprint necessary to conduct construction of the paved roadway. Drainage will be improved as part of the installation of the paved roadway, but overall existing drainage patterns will remain in place once the pavement is installed to create a paved roadway alignment. This project will result in the disturbance of more than one acre of land and will require filing a Notice of Intent (NOI), securing a National Pollutant Discharge Elimination System (NPDES), general construction stormwater discharge permit, and preparation and implementation of a Stormwater Pollution Prevention Plan (SWPPP). The SWPPP will include but not be limited to the following measures to mitigate potential impacts associated with erosion and surface water quality degradation during construction:

GEO-1 ***Stored backfill material shall be covered with water resistant material during periods of heavy precipitation to reduce the potential for rainfall erosion of stored backfill material. Where covering is not possible, measures such as the use of straw bales or sand bags shall be used to capture and hold eroded material on the project site for future cleanup such that erosion does not occur.***

GEO-2 ***Excavated areas shall be backfilled and compacted such that erosion does not occur.***

GEO-3 ***All exposed, disturbed soil (trenches, stored backfill, etc.) will be sprayed with water or soil binders twice a day or more frequently if fugitive dust is observed migrating***

from the site within which the paved roadway is being installed.

With implementation of the above mitigation measures, any impacts are considered less than significant. No further mitigation is necessary.

c. *Less Than Significant With Mitigation Incorporated* – As stated under issues VII(a[iii]) and VII(a[iv]) above, the project footprint does not traverse through an area that is susceptible to landslides. However, the project does traverse through an area that may be susceptible to liquefaction. This indicates that the project footprint and general area may be underlain by unstable soils, or be affected by subsidence, lateral spreading, or collapse. However, the proposed project consists of the installation of pavement within existing dirt roadway alignments. As stated under issues VII(a[iii]) and VII(a[iv]) above, damage to roadways from soil instability can occur, but can be repaired and placed back into operation with no loss of human life. However, unknown soil instability may exist at the project site, and soil instability from liquefaction, subsidence, lateral spreading, and settlement can cause roadway damage, and to ensure that the roadways remain operable and navigable, mitigation is required to avoid significant effects and minimize impacts under this issue through ensuring that a project specific geotechnical report is prepared and that the project specific design recommendations are incorporated into the roadway design:

GEO-4 ***Prior to construction of each improvement, a design-level geotechnical investigation, including collection of project-specific subsurface data, if appropriate, shall be completed. The geotechnical evaluation shall identify all potential seismic hazards including fault rupture, and characterize the soil profiles, including liquefaction potential, expansive soil potential, subsidence, and landslide potential. The geotechnical investigation shall recommend site-specific design criteria to mitigate for seismic and non-seismic hazards, such as special foundations and structural setbacks, and these recommendations shall be incorporated into the design of the paved roadway.***

With implementation of the above mitigation measure, the proposed project has a less than significant potential to 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 onsite or offsite landslide, lateral spreading, subsidence, liquefaction or collapse.

d. *Less Than Significant Impact* – The entirety of the proposed project will be located at grade. Additionally, according to the United States Department of Agriculture (USDA) Natural Resources Conservation Service Web Soil Survey (**Appendix 5**), the majority of the project area is underlain by gravelly, cobbly, and fine sand type soils that are not considered expansive. Expansive soils are typically in the clay soil family, which are not present within the project footprint. Given the above, the proposed project would have a less than significant potential to 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.

e. *Less Than Significant Impact* – The proposed project proponent is MSWD, and the overall

purpose of the proposed Street Improvement Project is to pave the roadways surrounding the Nancy Wright RWRF. No septic systems or alternative wastewater disposal systems are proposed as part of the project. Thus, no impacts related to the use of septic tanks or alternative water disposal systems will occur.

f. *Less Than Significant With Mitigation Incorporated* – The potential for discovering paleontological resources during development of the project is possible, but not likely given that the area of disturbance has been previously disturbed. If previously unknown potentially unique paleontological resources are uncovered during excavation or construction of the paved roadway alignment, significant impacts could occur. Thus, even with a low potential for encountering subsurface paleontological resources, it is necessary to incorporate contingency mitigation to ensure that accidental exposure of such resources is managed in a manner to protect the valuable information that can be gained from such exposure during construction. Mitigation would ensure that impacts to paleontological resources are reduced to a level of less than significant. Thus, because paleontological resources are located beneath the surface and can be discovered as a result of ground disturbance activities, the following measure shall be implemented:

GEO-5 ***Should any paleontological resources be encountered during construction of the project, earthmoving or grading activities in the immediate area of the finds shall be halted and an onsite inspection should be performed immediately by a qualified paleontologist. Responsibility for making this determination shall be with the MSWD's onsite inspector. The paleontological professional shall assess the find, determine its significance, and determine appropriate management measures within the guidelines of the California Environmental Quality Act that shall be implemented to minimize any impacts to a paleontological resource.***

The implementation of **MM GEO-5** would mitigate impacts to potentially significant paleontological resources through the creation of procedures to address circumstances in which such resources are uncovered during constriction. This would ensure that impacts under this issue are lowered to a level of less than significant.

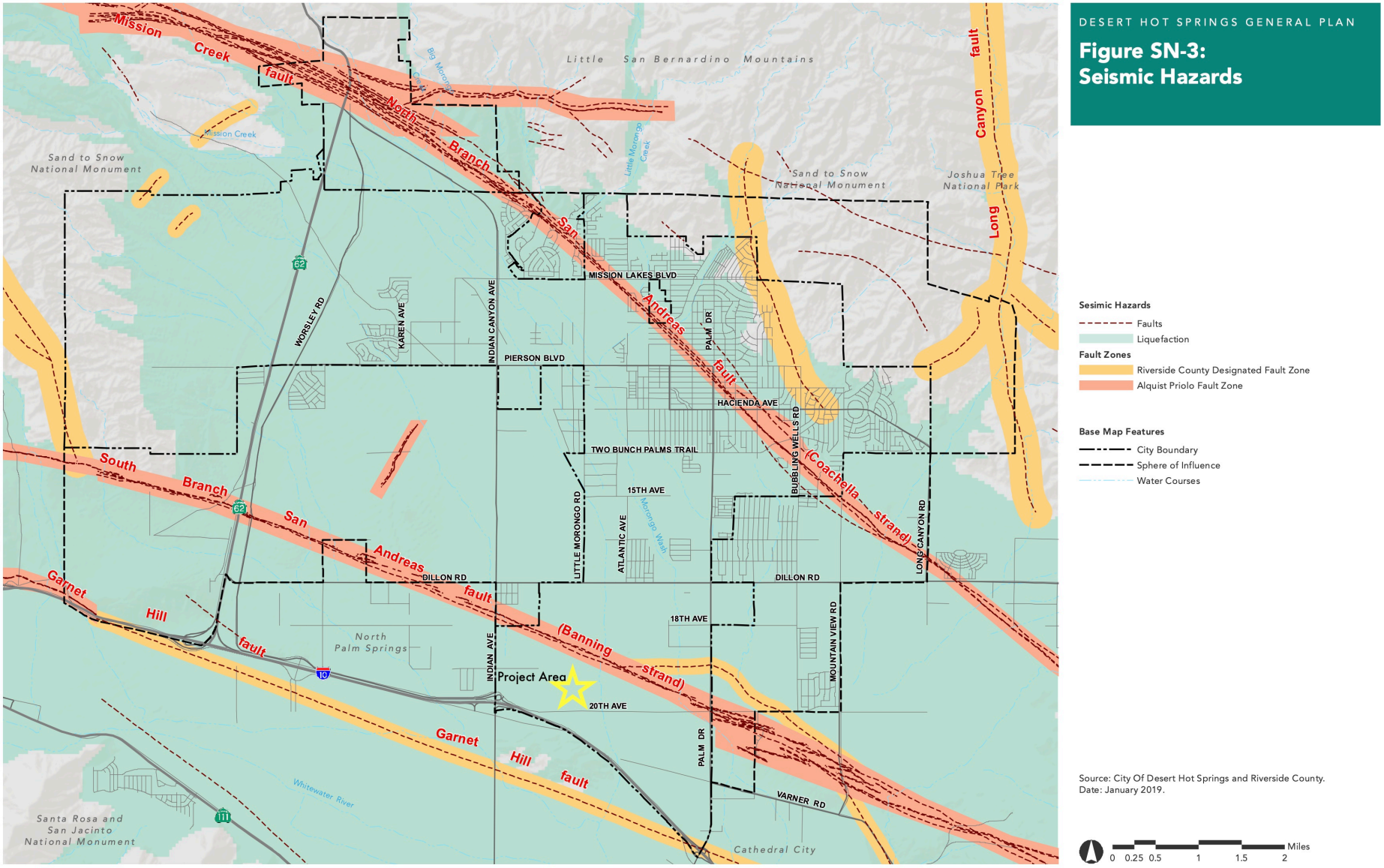


FIGURE VII-1

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Seismic Hazards

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
VIII. GREENHOUSE GAS EMISSIONS: Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

SUBSTANTIATION: The following information utilized in this section of the Initial Study was obtained from the following technical study: *Mission Springs Water District Air Quality & Greenhouse Gas Assessment prepared* by Urban Crossroads dated February 4, 2025. This technical study is provided as **Appendix 2** to this document.

Climate Change Setting

Global climate change (GCC) is the change in average meteorological conditions on the earth with respect to temperature, precipitation, and storms. The majority of scientists believe that the climate shift taking place since the Industrial Revolution is occurring at a quicker rate and magnitude than in the past. Scientific evidence suggests that GCC is the result of increased concentrations of GHGs in the earth's atmosphere, including carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), and fluorinated gases. The majority of scientists believe that this increased rate of climate change is the result of GHGs resulting from human activity and industrialization over the past 200 years.

An individual project like the proposed project evaluated in this memo cannot generate enough GHG emissions to affect a discernible change in global climate. However, the proposed project may participate in the potential for GCC by its incremental contribution of GHGs combined with the cumulative increase of all other sources of GHGs, which when taken together constitute potential influences on GCC. Because these changes may have serious environmental consequences, this memo will evaluate the potential for the proposed project to have a significant effect upon the environment as a result of its potential contribution to the greenhouse effect.

GCC refers to the change in average meteorological conditions on the earth with respect to temperature, wind patterns, precipitation and storms. Global temperatures are regulated by naturally occurring atmospheric gases such as water vapor, CO_2, N_2O, CH_4, hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF_6). These particular gases are important due to their residence time (duration they stay) in the atmosphere, which ranges from 10 years to more than 100 years. These gases allow solar radiation into the earth's atmosphere, but prevent radiative heat from escaping, thus warming the earth's atmosphere. GCC can occur naturally as it has in the past

with the previous ice ages.

Gases that trap heat in the atmosphere are often referred to as GHGs. GHGs are released into the atmosphere by both natural and anthropogenic activity. Without the natural GHG effect, the earth's average temperature would be approximately 61 degrees Fahrenheit (°F) cooler than it is currently. The cumulative accumulation of these gases in the earth's atmosphere is considered to be the cause for the observed increase in the earth's temperature.

For the purposes of this analysis, emissions of CO_2, CH_4, and N_2O were evaluated because these gases are the primary contributors to GCC from development projects. Although there are other substances such as fluorinated gases that also contribute to GCC, these fluorinated gases were not evaluated as their sources are not well-defined and do not contain accepted emissions factors or methodology to accurately calculate these gases.

Standards of Significance

According to the *CEQA Guidelines* Appendix G thresholds, to determine whether impacts from GHG emissions are significant. Would the project:

- **Threshold 1**: Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment?
- **Threshold 2**: Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHGs?

The evaluation of an impact under CEQA requires measuring data from a project against both existing conditions and a "threshold of significance." For establishing significance thresholds, the Office of Planning and Research's amendments to the *CEQA Guidelines* Section 15064.7(c) state "[w]hen adopting thresholds of significance, a lead agency may consider thresholds of significance previously adopted or recommended by other public agencies, or recommended by experts, provided the decision of the lead agency to adopt such thresholds is supported by substantial evidence."

CEQA Guidelines Section 15064.4(a) further states, ". . . A lead agency shall have discretion to determine, in the context of a particular project, whether to: (1) Use a model or methodology to quantify greenhouse gas emissions resulting from a project, and which model or methodology to use . . .; or (2) Rely on a qualitative analysis or performance-based standards."

CEQA Guidelines Section 15064.4 provides that a lead agency should consider the following factors, among others, in assessing the significance of impacts from greenhouse gas emissions:

- **Consideration #1:** The extent to which the project may increase or reduce greenhouse gas emissions as compared to the existing environmental setting.
- **Consideration #2:** Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project.
- **Consideration #3:** The extent to which the project complies with regulations or requirements

adopted to implement a statewide, regional, or local plan for the reduction or mitigation of greenhouse gas emissions. Such regulations or requirements must be adopted by the relevant public agency through a public review process and must reduce or mitigate the project's incremental contribution of greenhouse gas emissions. In determining the significance of impacts, the lead agency may consider a project's consistency with the State's long-term climate goals or strategies, provided that substantial evidence supports the agency's analysis of how those goals or strategies address the project's incremental contribution to climate change and its conclusion that the project's incremental contribution is not cumulatively considerable.

Establishment of Significance Thresholds

The City of Desert Hot Springs has not adopted its own numeric threshold of significance for determining impacts with respect to GHG emissions. A screening threshold of 3,000 MTCO2e/yr to determine if additional analysis is required is an acceptable approach for small projects. This approach is a widely accepted screening threshold used by the City of Desert Hot Springs and numerous cities in the SSAB and is based on the SCAQMD staff's proposed GHG screening threshold for stationary source emissions for non-industrial projects, as described in the SCAQMD's Interim CEQA GHG Significance Threshold for Stationary Sources, Rules and Plans ("SCAQMD Interim GHG Threshold"). The SCAQMD Interim GHG Threshold identifies a screening threshold to determine whether additional analysis is required. As noted by the SCAQMD:

"…the…screening level for stationary sources is based on an emission capture rate of 90% for all new or modified projects...the policy objective of [SCAQMD's] recommended interim GHG significance threshold proposal is to achieve an emission capture rate of 90% of all new or modified stationary source projects. A GHG significance threshold based on a 90% emission capture rate may be more appropriate to address the long-term adverse impacts associated with global climate change because most projects will be required to implement GHG reduction measures. Further, a 90% emission capture rate sets the emission threshold low enough to capture a substantial fraction of future stationary source projects that will be constructed to accommodate future statewide population and economic growth, while setting the emission threshold high enough to exclude small projects that will in aggregate contribute a relatively small fraction of the cumulative statewide GHG emissions. This assertion is based on the fact that [SCAQMD] staff estimates that these GHG emissions would account for slightly less than 1% of future 2050 statewide GHG emissions target (85 [MMTCO2e/yr]). In addition, these small projects may be subject to future applicable GHG control regulations that would further reduce their overall future contribution to the statewide GHG inventory. Finally, these small sources are already subject to [Best Available Control Technology] (BACT) for criteria pollutants and are more likely to be single-permit facilities, so they are more likely to have few opportunities readily available to reduce GHG emissions from other parts of their facility."

Thus, and based on guidance from the SCAQMD, if a non-industrial project would emit GHGs less than 3,000 MTCO2e/yr, the project is not considered a substantial GHG emitter and the GHG impact is less than significant, requiring no additional analysis and no mitigation. Conversely, if a non-industrial project would emit GHGs in excess of 3,000 MTCO2e/yr, then the project could be considered a substantial GHG emitter, requiring additional analysis and potential mitigation. As

previously discussed, a screening threshold of 3,000 MTCO2e/yr is an acceptable approach for small projects to determine if additional analysis is required and is therefore applied for this project.

Impact Analysis

a. *Less Than Significant Impact* – The estimated GHG emissions for the project land use are summarized in Table VIII-1. The estimated GHG emission includes emissions from Carbon Dioxide (CO2), Methane (CH4), Nitrous Oxide (N2O), and Refrigerants (R). As shown in Table VIII-1, the project would generate a total of approximately 5.67 MTCO2e/yr. Detailed model outputs for the proposed project are presented in Attachment A of **Appendix 2**.

Table VIII-1: Emissions (Metric Tons CO_2e)

Source	Emissions (MT/year)				
	CO_2	CH_4	N_2O	Refrigerants	Total CO_2e
Annual construction-related emissions amortized over 30 years	168.00	0.01	<0.05	0.03	170.00
Total CO_2e (All Sources)	**5.67**				

As shown in Table VIII-1, the project will result in approximately 5.67 $MTCO_2e$/yr; the proposed project would not exceed the City's screening threshold of 3,000 $MTCO_2e$/yr. Thus, the project would not have the potential to result in a cumulatively considerable impact with respect to GHG emissions and project GHG emissions would have a less than significant impact.

b. *Less Than Significant Impact* – Pursuant to 15604.4 of the CEQA Guidelines, a lead agency may rely on qualitative analysis or performance-based standards to determine the significance of impacts from GHG emissions.

The 2022 Scoping Plan for Achieving Carbon Neutrality (2022 Scoping Plan) lays out a path to achieve targets for carbon neutrality and reduce anthropogenic GHG emissions by 85% below 1990 levels no later than 2045, as directed by Assembly Bill 1279. The actions and outcomes in the plan will achieve significant reductions in fossil fuel combustion by deploying clean technologies and fuels, further reductions in short-lived climate pollutants, support for sustainable development, increased action on natural and working lands to reduce emissions and sequester carbon, and the capture and storage of carbon.

The project is consistent with the applicable policies specified for the project area in SCAG's Sustainable Community Strategy/Regional Transportation Plan, which pursuant to SB 375 calls for the integration of transportation for achievement of the GHG-emissions target for the region. Thus, a less than significant impact related to GHG emissions from project construction and operation would occur and no mitigation is required.

This project involves the construction paved roadway network in the City of Desert Hot Springs to accommodate the Wright RWRF's development, reduce fugitive dust generation from automobiles traveling on the existing dirt roadways, and enhance access to future development

in the area that may be served by these roadway improvements, designed to align with the goals of the City's CAP. Sustainable construction practices will be implemented to minimize environmental impact and reduce GHG emissions. Measures will be taken to protect local ecosystems and engage with the community to address any concerns. By adhering to the CAP's objectives, this project aims to contribute positively to the City's sustainability goals while ensuring the efficient delivery of essential services.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
IX. HAZARDS AND HAZARDOUS MATERIALS: Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☒	☐	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☒	☐	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☒	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☐	☒
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☒	☐	☐
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☒	☐

SUBSTANTIATION

Impact Analysis

a&b. *Less Than Significant With Mitigation Incorporated* – The project should not create a significant

hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials; but it may 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 during construction. During construction, there is a potential for accidental release of petroleum products in sufficient quantity to pose a significant hazard to people and the environment. The following mitigation measure will be incorporated into the SWPPP prepared for the project and it would reduce potentially significant hazard impacts to a less than significant level:

HAZ-1 ***All accidental spills or discharge of hazardous material during construction activities shall be reported to the Certified Unified Program Agency and shall be remediated in compliance with applicable state and local regulations regarding cleanup and disposal of the contaminant released. The contaminated waste will be collected and disposed of at an appropriately a licensed disposal or treatment facility. This measure shall be incorporated into the SWPPP prepared for the proposed project. Prior to accepting the site as remediated, the area contaminated shall be tested to verify that any residual concentrations meet the standard for future residential or public use of the site.***

Additionally, roadways adjacent to and within the project footprint are public roads that can be used by any common carrier to or from the local area. For such transporters, the existing regulatory mandates ensure that the hazardous materials and any hazardous wastes transported to and from the project site will be properly managed. These regulations are codified in Titles 8, 22, and 26 of the California Code of Regulations. For example, maintenance trucks for construction equipment must transport their hazardous materials in appropriate containers, such as tanks or other storage devices. In addition, the haulers must comply with all existing applicable federal, state and local laws and regulations regarding transport, use, disposal, handling and storage of hazardous wastes and material, including storage, collection and disposal. Compliance with these laws and regulations related to transportation will minimize potential exposure of humans or the environment to significant hazards from transport of such materials and wastes.

The proposed project will install 1.08 miles of paved roadways within existing dirt roadway alignments. The paved roadway will be installed at grade within existing dirt roadway ROW alignments; once constructed, the roadway will be a paved roadway. The paved roadway would function in a similar manner to that which occurs under present conditions. For instance, the roadways act as a means of transport for vehicles carrying various materials, some of which potentially hazardous, at present and will continue to do so once improved. There will be no greater risk than that which presently exists within this corridor as a result of implementation of the proposed Street Improvement Project. Thus, no greater potential to create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials exists as a result of implementing the proposed project. Impacts are therefore less than significant with mitigation incorporated.

c. *Less Than Significant Impact* – The proposed project footprint is not located in close proximity

to schools, and all schools are located more than one quarter mile from the project footprint. As previously stated, the project will involve the use of petroleum products and exhaust emissions with construction activities, but will be minimal, as stated under the Air Quality Section of this document. The handling of all hazardous or potentially hazardous materials during construction would comply with all applicable federal, state, and local agencies and regulations pertaining to the handling and use of hazardous materials. Adherence to these policies and regulations will ensure that the project will not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste, and further, as no schools are located within one-quarter mile of the project, hazards related to school proximity would not occur during either construction or operation of the proposed project. Any impacts under this issue are considered less than significant, and no mitigation is required.

d. *Less Than Significant Impact* – The proposed project footprint is not located in an area that has been included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result it will not create a significant hazard to the public or environment. According to the California State Waterboard's GeoTracker, which provides information regarding Leaking Underground Storage Tanks, there are no locations within a 2,500 foot radius of any of the proposed project facilities that is identified as Leaking Underground Storage Tank (LUST) site or Department of Toxic Substances Control (DTSC) site (**Figure IX-1** see GeoTracker figure), nor are there any remediated LUST or DTS cleanup sites. Furthermore, the nature of the proposed project is not such that persons working or residing in the area would be exposed to any hazards from any nearby contaminated sites, particularly as the proposed pavement installation will be installed within existing, disturbed dirt roadways. Further, according to the Phase I Environmental Site Assessment that was prepared for the Mission Springs Water District West Valley Water Reclamation Program Environmental Impact Report,[7] which is the site that the new paved roadway will serve:

"No known past or present land usage has posed an environmental impact to the project site. No drums, buckets, or other containers, which might pose an adverse environmental impact to the parcel, were observed. No significant soil staining, chemical odor, or distressed vegetation were noted.

There are no sites listed in environmental regulatory databases within the respective ASTM search radii within 1 mile of the project site. Based on the results of our Vapor Encroachment Screen (VES), Tier 1 screening, a VES at the WVWRF site can be ruled out.

The Phase I ESA has revealed no evidence of recognized environmental conditions (RECs), historical recognized environmental conditions (HRECs), or controlled recognized environmental conditions (CRECs) indicative of releases or threatened releases of hazardous substances on, at, in, or to the WVWRF site."

[7] Office of Land Use and Climate Sustainability, 2019. Mission Springs Water District West Valley Water Reclamation Program. https://ceqanet.opr.ca.gov/2019029091/2 (Accessed 01/09/25)

Therefore, the proposed Street Improvement Project is not anticipated to create a significant hazard to the population or to the environment from their implementation. Impacts are considered less than significant. No mitigation is required.

e. *No Impact* – The Palm Springs International Airport is the closest airport to the proposed Street Improvement Project. Based on a review of Google Maps, the proposed Street Improvement Project footprint is located approximately 4 miles north of the Palm Springs International Airport, located in the City of Palm Springs. The proposed project footprint is not located within an Influence Area identified in the Palm Springs International Airport section of the Riverside County Airport Land Use Commission's Compatibility Plan.[8] Given the large distance between the proposed project and nearby airports, project implementation would not result in a safety hazard for people residing or working in the project area. Furthermore, there are no private airstrips/public use airports located within two miles of the project site. Therefore, the development of the proposed Street Improvement Project would have no potential to result in a safety hazard or excessive noise for people residing or working in the project area.

f. *Less Than Significant With Mitigation Incorporated* – The proposed project will be located within existing roadways within the City of Desert Hot Springs. The proposed Street Improvement Project will not be developed within any emergency response or evacuation route. Primary roadways within the project footprint that would be used during an emergency or evacuation order would be Dillon Road (north) and Indian Avenue (west). As the whole of Little Morongo Road south of Dillon Road is not paved, nor are 19th and 20th Avenue, the proposed project would contribute to improving these local roadways access, thereby improving evacuation circulation during an emergency when compared to the existing dirt roadways. The proposed project would not be installed within these major roadways. At no time during the installation of paved roadway will the entirety of this roadway be closed. The project would close one lane at a time, which would allow for through-traffic so long as a traffic management plan is developed and implemented; without the implementation of a traffic management plan, impacts could be significant and unavoidable. As such, please refer to the Transportation/Traffic Section of this document, Section XVII. **MM TRAN-1** shall be implemented to address any potential traffic disruption and emergency access issues on area roadways. Impacts are reduced to a less than significant level with mitigation incorporated. No additional mitigation is required.

g. *Less Than Significant Impact* – The proposed project would not 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. The proposed project area is located within the southern portion of the City of Desert Hot Springs, as such, the project is not located within or adjacent to a fire hazard zone (**Figure IX-2**). The project will not construct any habitable structures. The proposed project will install 1.08 miles or 5,700 LF of paved roadway along the boundaries of the District's Wright RWRF, in place of the existing

[8] Riverside County, 2005. *Riverside County Airport Land Use Compatibility Plan Policy Document.* https://rcaluc.org/sites/g/files/aldnop421/files/migrated/Portals-13-PDFGeneral-plan-newplan-18--20Vol.-201-20Palm-20Springs-20International.pdf (Accessed 01/09/25)

roadway condition, which is simply compacted dirt. Roadways are not typically susceptible to wildfire hazards and the development of the proposed paved roadway will not increase the risk of wildland fires to nearby residences and structures. Therefore, the proposed project would have a less than significant expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires. No mitigation is required.

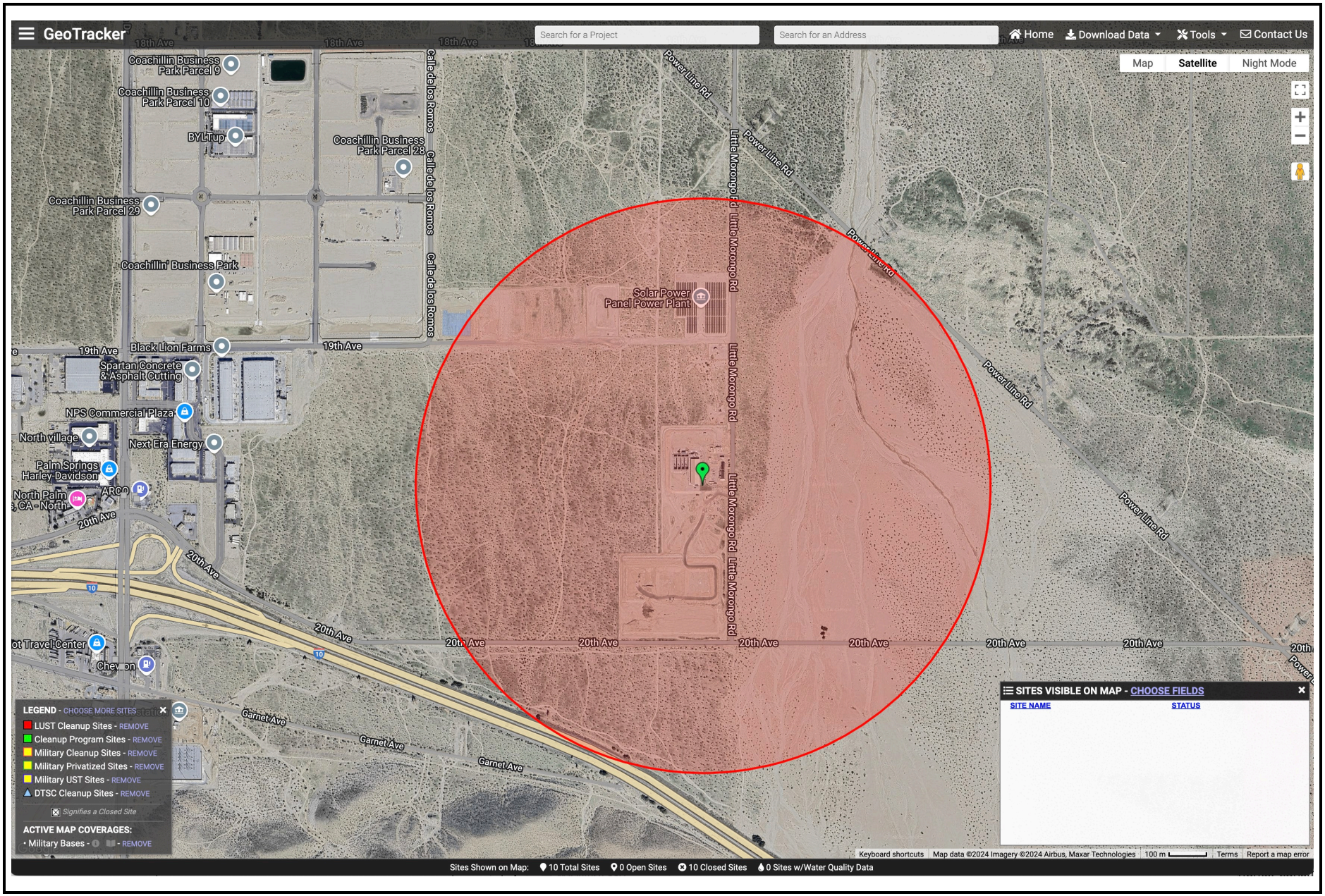


FIGURE IX-1

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GeoTracker

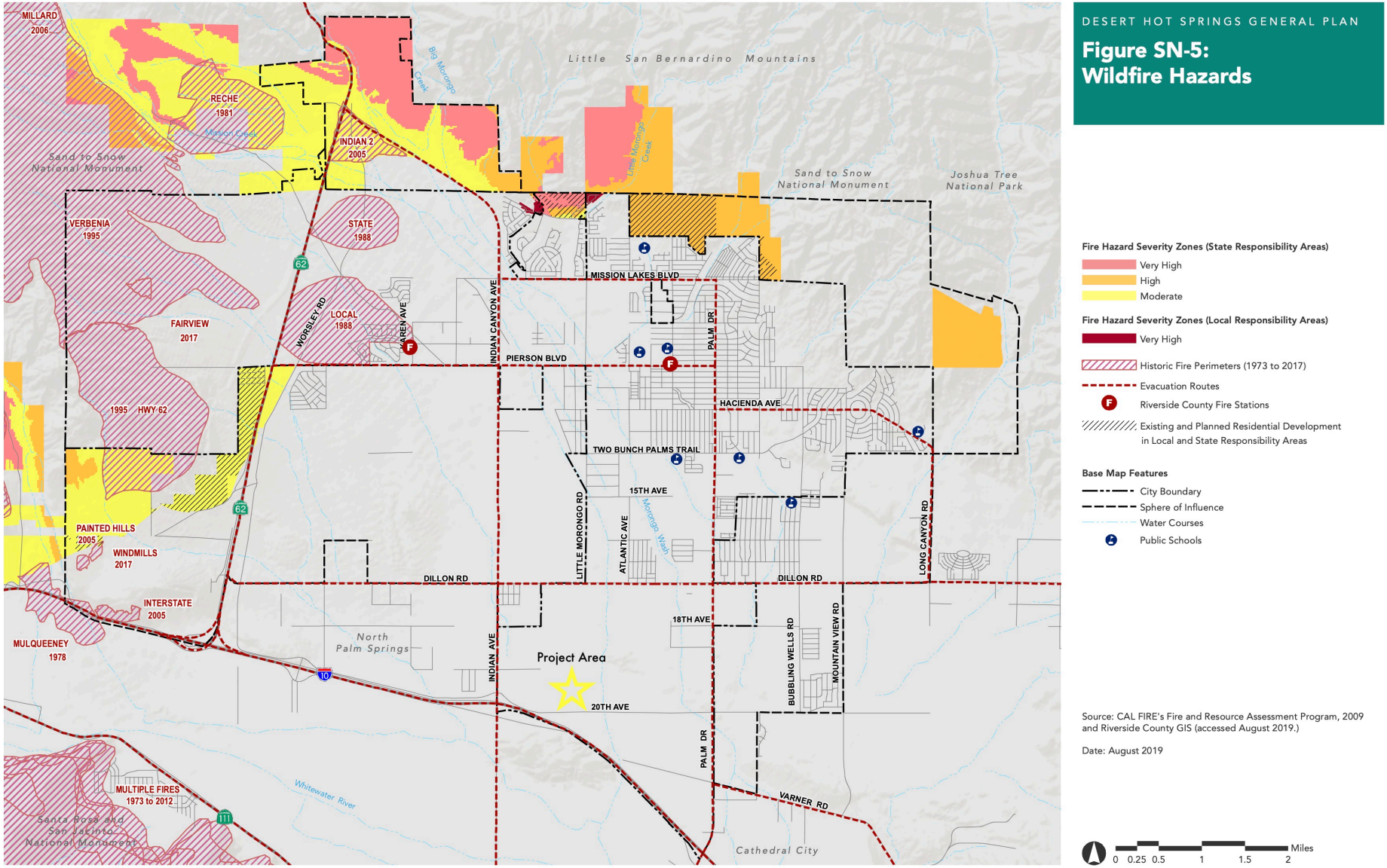


FIGURE IX-2

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Wildfire Hazards

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
X. HYDROLOGY AND WATER QUALITY: Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	☐	☒	☐	☐
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
(i) result in substantial erosion or siltation onsite or offsite?	☐	☐	☒	☐
(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding onsite or offsite?	☐	☐	☒	☐
(iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?; or,	☐	☐	☒	☐
(iv) impede or redirect flood flows?	☐	☐	☐	☒
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☒	☐
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐

SUBSTANTIATION

Impact Analysis

a. *Less Than Significant With Mitigation Incorporated* – The proposed project will install 1.08 miles

or 5,700 LF of paved roadway along the boundaries of the District's Wright RWRF, in place of the existing roadway condition, which is simply compacted dirt. The area of disturbance from the construction of the paved roadway will occur within existing dirt road rights-of-way. Three main sources of potential violation of water quality standards or waste discharge requirements are as follows: from generation of municipal wastewater; from stormwater runoff; and potential discharges of pollutants, such as accidental spills. To address stormwater and accidental spills within this environment, any new project must ensure that site development implements a Storm Water Pollution Prevention Plan (SWPPP) to control potential sources of water pollution that could violate any standards or discharge requirements during construction and a Water Quality Management Plan (WQMP) to ensure that project-related surface runoff meets discharge requirements over the short- and long-term. In the short term, construction activities will have some potential to affect the quality of stormwater discharged from the project site. Land disturbance activities could result in erosion and sedimentation immediately adjacent to the disturbed project alignment. Spills or leaks of petroleum products used by construction equipment could also potentially affect the quality of surface water. The project will be required to obtain a general construction National Pollutant Discharge Elimination System (NPDES) stormwater discharge permit prior to the start of construction. Obtaining coverage under the General Construction NPDES permit requires the preparation and implementation of the SWPPP, which specifies Best Management Practices (BMPs) that must be implemented during construction of this specific project. Compliance with the terms and conditions of the NPDES and the SWPPP, as well as the WQMP, is mandatory and is judged adequate mitigation by the regulatory agencies for potential impacts to stormwater during construction activities. Implementation of the following mitigation measure would also further reduce potential impacts to stormwater runoff to a less than significant level.

HYD-1 ***MSWD shall require that the construction contractor prepare and implement a Storm Water Pollution Prevention Plan (SWPPP) which specifies Best Management Practices (BMPs) that will prevent all construction pollutants from contacting stormwater and with the intent of keeping all products of erosion from moving offsite into receiving waters. The SWPPP shall include a Spill Prevention and Cleanup Plan that identifies the methods of containing, cleanup, transport and proper disposal of hazardous chemicals or materials released during construction activities that are compatible with applicable laws and regulations. BMPs to be implemented in the SWPPP may include but not be limited to:***

- ***The use of silt fences;***
- ***The use of temporary stormwater desilting or retention basins;***
- ***The use of water bars to reduce the velocity of stormwater runoff;***
- ***The use of wheel washers on construction equipment leaving the site;***
- ***The washing of silt from public roads at the access point to the site to prevent the tracking of silt and other pollutants from the site onto public roads;***
- ***The storage of excavated material shall be kept to the minimum necessary to efficiently perform the construction activities required. Excavated or stockpiled material shall not be stored in water courses or other areas subject to the flow of surface water; and***

- ***Where feasible, stockpiled material shall be covered with waterproof material during rain events to control erosion of soil from the stockpiles.***

Once constructed, the proposed roadway will continue to operate as occurs presently, but as an improved paved roadway. Therefore, with no anticipated operational impacts or substantial change in the environment from implementation of the proposed project, implementation of these mandatory Plans and their BMPs, as well as **MMs HYD-1** and **HAZ-1** above, will prevent a violation of any water quality standards or waste discharge.

b. *Less Than Significant Impact* – The project would be installed within the Indio Subbasin of the Coachella Valley Groundwater Basin (**Figure X-1**). The project does not propose the installation of any water wells that would directly extract groundwater. The project would develop more impervious surface than exists at present through construction of the paved roadway alignment. Construction of the paved roadway would require up to or about 5,000 gallons of potable water each day for a maximum of about 85 working days, which equates to the installation of the paved roadway requiring about 400,000 gallons of water (1.23-acre feet) during construction. This amount is considered nominal when compared to the availability of supply from the project proponent, MSWD based on a review of the 2020 Coachella Valley Regional Urban Water Management Plan (UWMP). Once the paved roadway has been installed, it is not anticipated that the modifications to pervious surface area within the project area would substantially interfere with groundwater recharge. As the roadway will result in controlled drainage of runoff within the new paved roadway at a small scale (1.08 miles of paved roadway), and as the project does not propose to extract groundwater from the underlying groundwater basin, it is not anticipated that the project would decrease groundwater supplies. Therefore, the project is not anticipated to substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level. Therefore, impacts under this issue are considered less than significant and no mitigation is required.

c

(i-iii). *Less Than Significant Impact* – The dirt roadways within which pavement thereover will be installed will improve drainage patterns within the area. The paved roadways will generate essentially the same amount of stormwater as they do at present because no expansion of roadway is anticipated, but as the roadway would be paved, drainage management has been incorporated into project design. The proposed roadway geometry design would provide enough capacity to convey 100-year flows across and along the project boundary, meeting City and County standards. Conveyance of stormwater/runoff to drainage alignments within the paved roadway alignments will therefore be enhanced through the creation of defined drainage patterns that will overwrite the existing drainage patterns that occur within the dirt roadway alignments at present when stormwater/runoff or precipitation occur. Adequate drainage facilities exist or will be installed as part of project design and implementation to accommodate pre- and post-project drainage flows, and will therefore result in a less than significant impact. Based on the data outlined above, this project will not substantially alter the existing drainage pattern of the site or area; will not substantially alter the course of a stream or river in such a manner that will result in substantial erosion or siltation either on or off the project footprint; or

contribute runoff water that could exceed the capacity of the existing drainage facilities. No additional sources of polluted runoff will result and impacts are considered less than significant. No additional mitigation is required.

c

(iv). *No Impact* – According to the City of Desert Hot Springs General Plan Flood Hazard Map (**Figure X-2**), the proposed project is located within Zone X (areas of 0.2% annual change flood (500-year flood); and areas of 1% annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1% annual flood chance. The proposed project would install paved roadway within an existing dirt roadway alignment. The paved roadways will generate essentially the same amount of stormwater as they do at present because no expansion of roadway is anticipated, but as the roadway would be paved, drainage management has been incorporated into project design. Conveyance of stormwater/runoff to drainage alignments within the paved roadway alignments will therefore be enhanced through the creation of defined drainage patterns that will overwrite the existing drainage patterns that occur within the dirt roadway alignments at present when stormwater/runoff or precipitation occur. As such, once installed, the drainage of the roadway alignment will be enhanced, and as a result the proposed project would have no potential to impede or redirect flows such that a significant impact would result. No mitigation is required.

d. *Less Than Significant Impact* – As stated above under issue X(c[iv]), the proposed project is located within Zone X (areas of 0.2% annual change flood (500-year flood))(; and areas of 1% annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1% annual flood chance (**Figure X-2**). The project site is not located near any large bodies of water, so impacts associated with seiche or tsunami cannot occur. Mudflow typically occurs on hillsides and the proposed project is not located on a hillside or in an area exposed to significant mudflow. Once the proposed paved roadway is installed belowground, the roadway will be improved along with the drainage management. With no abovegrade structures proposed, the development of the proposed Street Improvement Project would not risk release of pollutants due to project inundation. Impacts under this issue are considered less than significant. No mitigation is required.

e. *Less Than Significant Impact* – The proposed project is located within the Indio subbasin of the Coachella Valley Groundwater Basin. The Indio, Mission Creek, and San Gorgonio Pass Subbasins have been designated as medium-priority, and the Desert Hot Springs Subbasin has been designated as very low-priority, by the DWR.[9] The Sustainable Groundwater Management Act (SMGA) "requires governments and water agencies of high and medium priority basins to halt overdraft and bring groundwater basins into balanced levels of pumping and recharge. Under SGMA, these basins should reach sustainability within 20 years of implementing their sustainability plans. For critically over-drafted basins, that will be 2040. For the remaining high

[9] CVWD, 2025. Sustainable Groundwater Management Act. https://www.cvwd.org/357/Sustainable-Groundwater-Management-Act (Accessed 01/15/25)

and medium priority basins, 2042 is the deadline."[10] The Coachella Valley Water District (CVWD) has been designated an "exclusive" Groundwater Sustainability Agency (GSA) over its service area by the California Department of Water Resources (DWR) in the Indio Subbasin. Desert Water Agency (DWA), Coachella Water Authority (CWA), and Indio Water Authority (IWA), were also designated GSAs in the Indio Subbasin over their respective service areas. The four agencies are working collaboratively to implement the Sustainable Groundwater Management Act (SGMA) in the Indio Subbasin. The Indio Subbasin GSAs prepared the 2022 Indio Subbasin Water Management Plan Update (2022 Alternative Plan Update). The GSAs adopted the 2022 Alternative Plan Update following a public hearing on December 7, 2021 and submitted it to DWR on December 29, 2021. Given that the project would not require a connection to Indio Subbasin GSA or MSWD water supply, and that the project would not obstruct groundwater recharge efforts within or surrounding the project area, no conflict or obstruction of a water quality control plan or sustainable groundwater management plan is anticipated. Furthermore, the proposed project would support MSWD operations, but would not create a new long-term demand for water, as the project would operate as a roadway designed with drainage improvements. Thus, it is anticipated that the proposed project would have a less than significant potential to conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

[10] California Department of Water Resources, 2025. Sustainable Groundwater Management Act (SGMA). https://water.ca.gov/Programs/Groundwater-Management/SGMA-Groundwater-Management (Accessed 01/15/25)

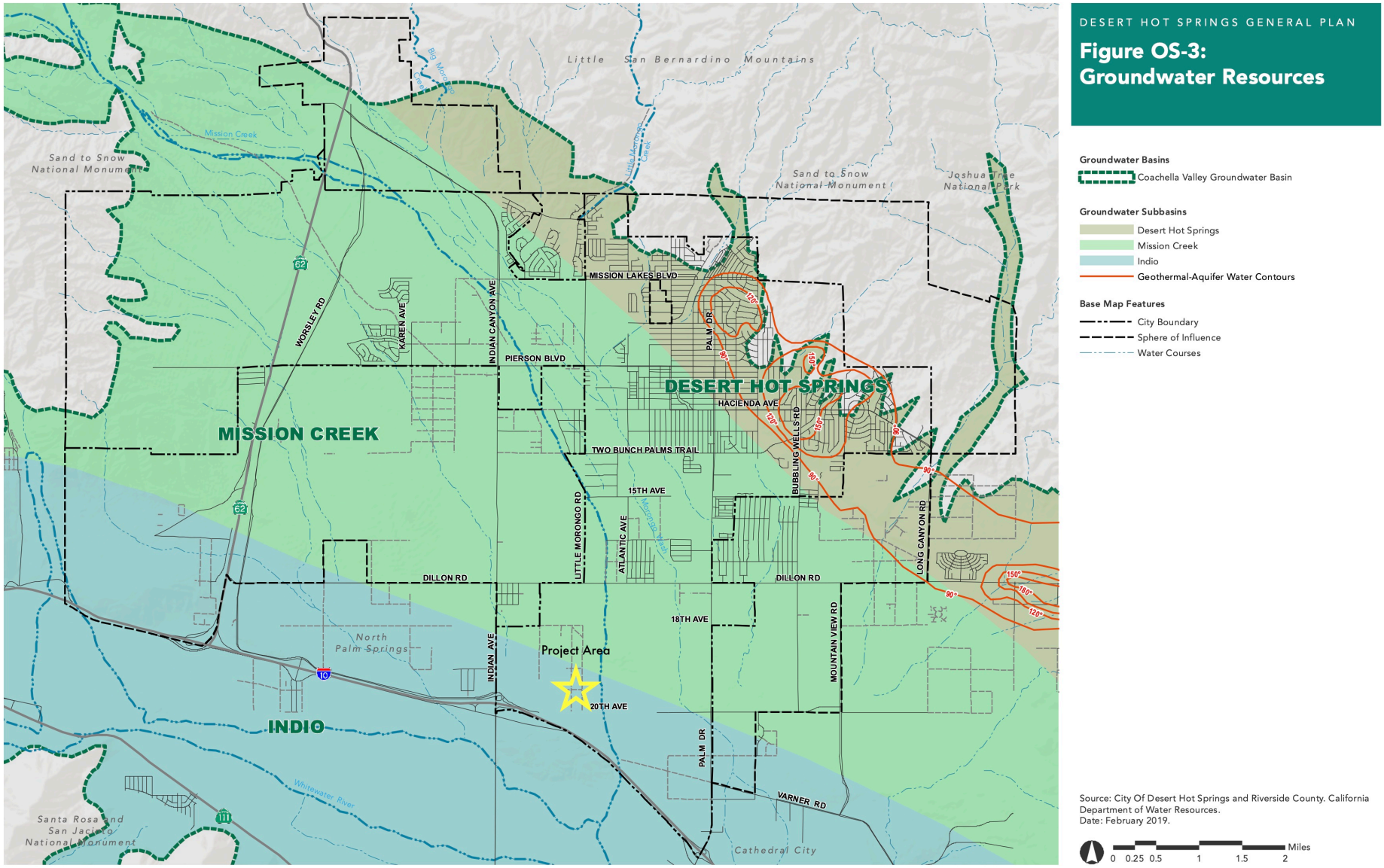
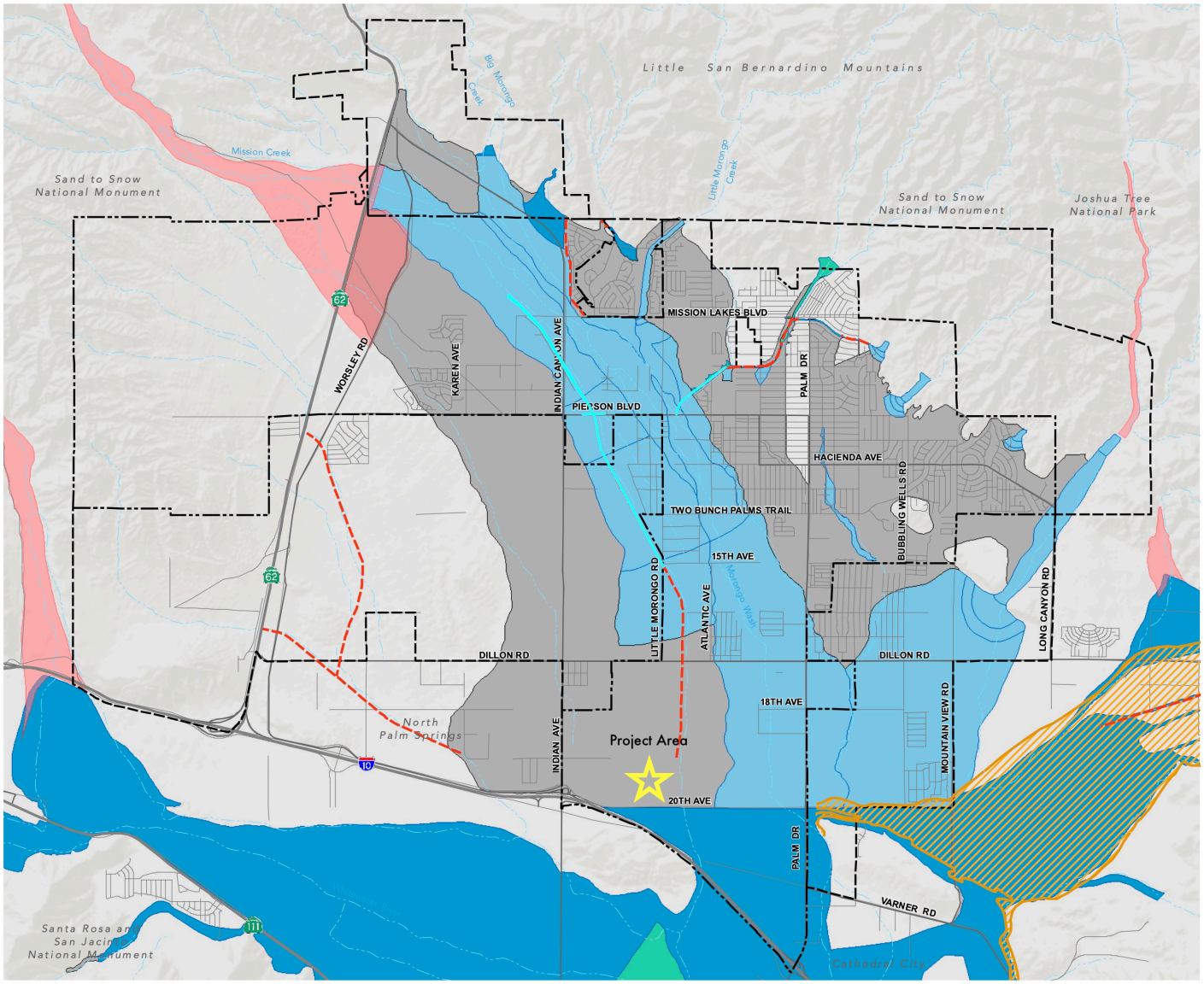


FIGURE X-1

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Groundwater Resources



DESERT HOT SPRINGS GENERAL PLAN

Figure SN-4: Flood Hazards

FEMA Flood Zones

Special Flood Hazard Areas Subject To Inundation by the One Percent Annual Chance Flood

The 1% annual flood (100-year flood), also known as the base flood, is the flood that has a 1% chance of being equaled or exceeded in any given year. The Special Flood Hazard include Zones A, E, and AO. The Base Flood Elevation is the water-surface elevation of the 1% annual chance flood.

- Zone A — No Base Flood Elevations determined.
- Zone AE — Base Flood Eleations determined.
- Zone AO — Flood depths of 1 to 3 feet (usually areas of ponding); Base Flood Elevations determined.

Other Flood Areas

- Zone X — Areas of 0.2% annual chance flood (500-year flood); and areas of 1% annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1% annual chance flood.
- Awareness Floodplain Boundary (approximate)

Dam Inundation

- Wide Canyon Dam Inundation Area

Flood Control Channels and Facilities

- Riverside County Flood Control Facilities

Base Map Features

- City Boundary
- Sphere of Influence
- Water Courses

January 2019.

Source: Federal Emergency Management Agency (FEMA), August 2018.
National Flood Hazards Layer (NFHL). FEMA Map Service Center: Web Page, <http://msc.fema.gov>
California Department of Water Resources, 2018. Awareness Floodplain Mapping Boundaries - Riverside County: Web Page, <http://www.water.ca.gov/floodmgmt/lrafmo/fmb/fes/awareness_floodplain_maps>
California Department of Water Resources, Office of Emergency Services, 1958. Dam Inundation Areas, 2009.

0 0.25 0.5 1 1.5 2 Miles

FIGURE X-2

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Flood Hazards

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
XI. LAND USE AND PLANNING: Would the project:				
a) Physically divide an established community?	☐	☐	☐	☒
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒

SUBSTANTIATION

Impact Analysis

a. *No Impact* – The proposed project will install 1.08 miles or 5,700 LF of paved roadway along the boundaries of the District's Wright RWRF, in place of the existing roadway condition, which is simply compacted dirt. The project footprint has no General Plan Land Use Designation because roadways are considered essential infrastructure. Once in operation the project will not encroach on developed land surrounding the project footprint the roadway will continue to operate as it does at present, but with the enhancement of pavement installation. The unpaved roadway alignment is an existing infrastructure feature within the local community. Improving the roadway function through installation of pavement will not cause any new physical divisions within the community. The roadway that will be enhanced under the proposed project already exist and will simply be improved to their ultimate design configuration. The proposed project infrastructure is being implemented to be consistent with each City's ultimate land use designations, and impacts would be less than significant. No mitigation measures are required to address potential impact issues under this impact category.

b. *No Impact* – Please refer to the discussion under issue X(a) above. The project will occur within an existing dirt roadway alignment surrounded by several land use designations shown in Table XI-1, above.

Table XI-1: Surrounding Land Uses

Location	Existing Land Use	Land Use Category	Zoning Classification
North	Solar Array (MSWD Owned)	Industrial (I)(Cannabis Overlay)	Industrial Light (I-L)
South	Vacant	Commercial (C)	Commercial Highway (C-H)
East	Vacant / Mission Creek	Residential Rural Desert (R-RD) and Open Space (OS)	Residential Rural Desert (R-RD)
West	Vacant	Industrial (I)(Cannabis Overlay)	Commercial Business Park (C-BP)

The project will install pavement within the dirt roadways surrounding the Nancy Wright RWRF

in the City of Desert Hot Springs. The project footprint consists of existing dirt road rights-of-way that will be paved and will function as they do at present once the pavement has been installed. Thus, the development of the proposed project within the proposed alignment will be compatible with existing land uses and land use plan, and no conflict or impact to land use can been identified. No mitigation is required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
XII. MINERAL RESOURCES: Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

SUBSTANTIATION

Impact Analysis

a&b. *No Impact* – The proposed Street Improvement Project is located within the City of Desert Hot Springs, and the project will be installed within an existing dirt roadway alignment. The project is located adjacent to the Mission Creek bank channel to the east, and the Nancy Wright RWRF to the west. According to the Mineral Resources map prepared for the City of Desert Hot Springs General Plan (**Figure XII-1**), no known mines or mineral resources are known to occur on or in the vicinity of the project footprint. As no current mining operations exist within or adjacent to the proposed roadway alignment, and none have been identified by the City, implementation of the proposed project will not result in in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state or a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan. No impacts are anticipated under this issue and no mitigation is required.

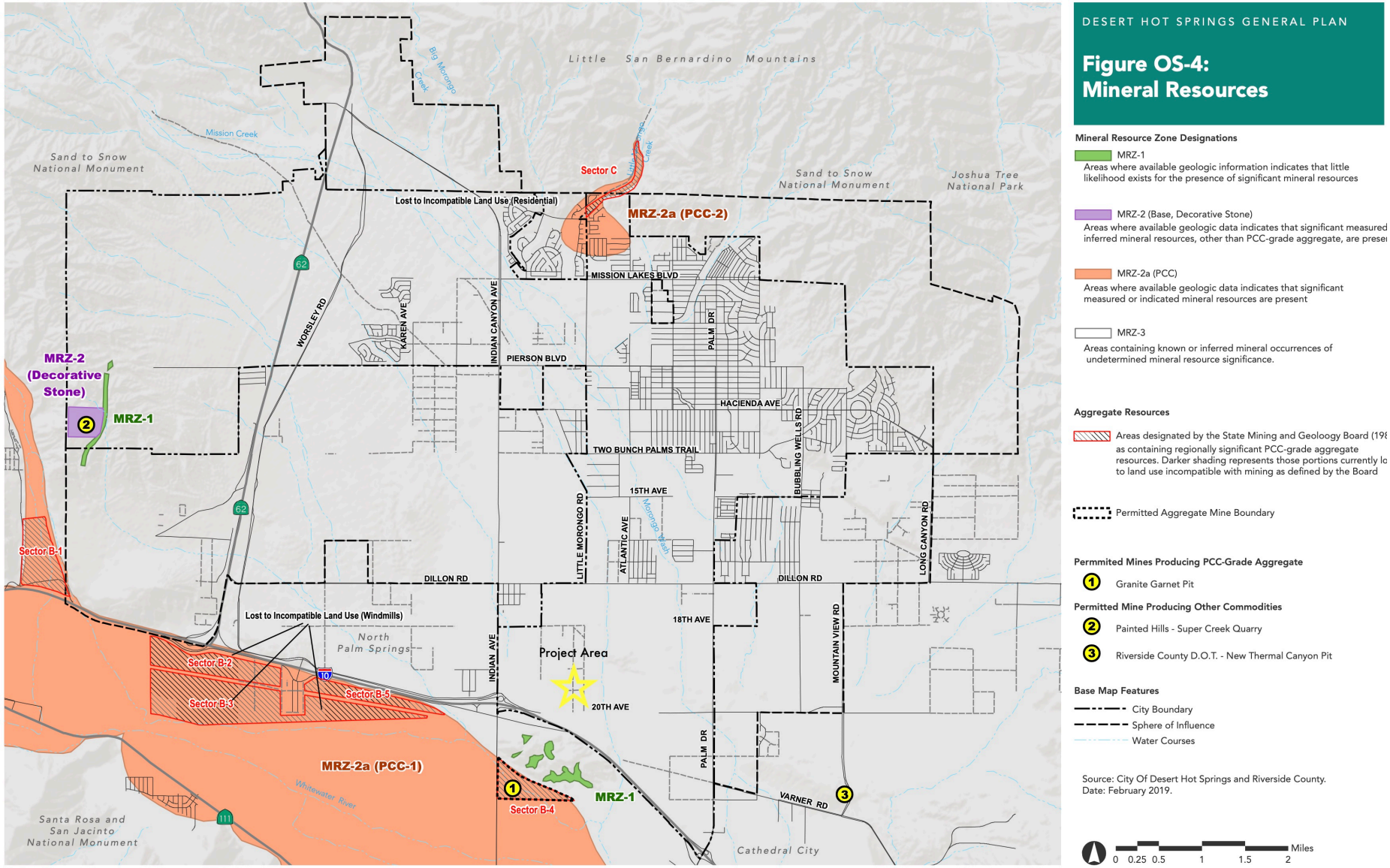


FIGURE XII-1

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Mineral Resources

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
XIII. NOISE: Would the project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of a project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☒	☐	☐
b) Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
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?	☐	☐	☒	☐

SUBSTANTIATION

Background

Noise is generally described as unwanted sound. The proposed project will install 1.08 miles or 5,700 LF of paved roadway along the boundaries of the District's Wright RWRF, in place of the existing roadway condition, which is simply compacted dirt. The area of disturbance from the construction of the paved roadway will occur within existing dirt road rights-of-way. Once installed, the roadways will continue to function as they do at present. No above ground facilities beyond the at-grade roadway are features of the project. The project footprint is located in an area that experiences a low traffic volume and is not surrounded by highly noisy uses, and as a result is in a low-background noise environment. The existing background noise in the area, as shown on the City of Desert Hot Springs General Plan Existing Noise Map (**Figure XIII-1**), while the future background noise is shown on **Figure XIII-2**.

The unit of sound pressure ratio to the faintest sound detectable to a person with normal hearing is called a decibel (dB). Sound or noise can vary in intensity by over one million times within the range of human hearing. A logarithmic loudness scale, similar to the Richter scale for earthquake magnitude, is therefore used to keep sound intensity numbers at a convenient and manageable level. The human ear is not equally sensitive to all sound frequencies within the entire spectrum. Noise levels at maximum human sensitivity from around 500 to 2,000 cycles per second are factored more heavily into sound descriptions in a process called "A-weighting," written as "dBA."

Leq is a time-averaged sound level; a single-number value that expresses the time-varying sound level for the specified period as though it were a constant sound level with the same total sound energy as the time-varying level. Its unit is the decibel (dB). The most common averaging period for Leq is hourly.

Because community receptors are more sensitive to unwanted noise intrusion during more sensitive evening and nighttime hours, state law requires that an artificial dBA increment be added to quiet time noise levels. The State of California has established guidelines for acceptable community noise levels that are based on the Community Noise Equivalent Level (CNEL) rating scale (a 24-hour integrated noise measurement scale). The guidelines rank noise land use compatibility in terms of "normally acceptable," "conditionally acceptable," and "clearly unacceptable" noise levels for various land use types. The State Guidelines, Land Use Compatibility for Community Noise Exposure, single-family homes are "normally acceptable" in exterior noise environments up to 60 dB CNEL and "conditionally acceptable" up to 70 dB CNEL based on this scale. Multiple family residential uses are "normally acceptable" up to 65 dB CNEL and "conditionally acceptable" up to 70 CNEL. Schools, libraries and churches are "normally acceptable" up to 70 dB CNEL, as are office buildings and business, commercial and professional uses with some structural noise attenuation.

City of Desert Hot Springs Noise Regulations and Standards

The City of Desert Hot Springs noise standards are found in Section 17-040.180 of the Municipal Code which states:

- In residential areas, no exterior noise level shall exceed 65 dBA and no interior noise level shall exceed 45 dBA.

Construction noise is exempt from these standards as long as work is limited to the hours of 7 am to 5 pm Monday through Saturday. During daylight savings time the permissible hours are 6 am to 6 pm. Construction is not permitted on Sundays.

Impact Analysis

a. *Less Than Significant With Mitigation Incorporated* – The proposed project will install 1.08 miles or 5,700 LF of paved roadway along the boundaries of the District's Wright RWRF, in place of the existing roadway condition, which is simply compacted dirt. There are no sensitive receptors located adjacent to the roadway alignment. Once installed, the roadways will continue to operate as they do at present, and further, paving roadways limits the noise generated by automobiles and trucks along roadways. Thus, no new no noise sources will affect adjacent land uses. As previously stated, the project footprint is located in an area that experiences a low traffic volume and is not surrounded by highly noisy uses, and as a result is in a low-background noise environment.

Short Term Construction Noise

Short-term construction noise impacts associated with the proposed project will occur over a period of 85 days, but as the proposed project is located in an area removed from residential

uses, there are no sensitive land uses within about 4,000 feet of the project footprint. Construction activities will include noise generated by movement of construction materials to and from the site, and grading, paving, and excavation within the road ROW. The noise of each of these construction activities varies depending on the type of construction equipment and the location within the footprint within which the construction takes place. The earth-trenching sources are the noisiest type of equipment typically ranging from 82 to 85 dB at 50 feet from the source. Temporary construction noise is exempt from the City's noise standards as long as work is limited to the hours of 7 am to 5 pm Monday through Saturday. The proposed project would be constructed in compliance with the City's noise standards, and construction of the project would be less than significant. However, to minimize the noise generated on the site to the extent feasible, the following mitigation measures shall be implemented:

NOI-1 All construction vehicles and fixed or mobile equipment shall be equipped with operating and maintained mufflers.

NOI-2 All employees that will be exposed to noise levels greater than 75 dB over an 8-hour period shall be provided adequate hearing protection devices to ensure no hearing damage will result from construction activities.

NOI-3 No construction activities shall occur during the hours of 5 PM through 7 AM, Monday through Saturday; at no time shall construction activities occur on Sundays or holidays, unless a declared emergency exists.

NOI-4 Equipment not in use for five minutes shall be shut off.

NOI-5 Equipment shall be maintained and operated such that loads are secured from rattling or banging.

NOI-6 Construction employees shall be trained in the proper operation and use of equipment consistent with these mitigation measures, including no unnecessary revving of equipment.

NOI-7 MSWD will require that all construction equipment be operated with mandated noise control equipment (mufflers or silencers). Enforcement will be accomplished by random field inspections by MSWD.

NOI-8 Construction staging areas shall be located as far from adjacent sensitive receptor locations as possible.

Long-Term Operational Noise

The proposed project will not cause any measurable permanent increase in ambient noise levels in the vicinity of the project above levels existing without the project, in particular because the roadway, once paved, will continue to operate as it does at present. Further, with no change in capacity, no greater traffic than that which occurs at present or that has already been contemplated in association with area development, is anticipated to occur, and therefore, no

change in noise as a result of project operation is anticipated. Therefore, through the implementation of the mitigation measures identified above, neither operation or construction of the proposed project would violate noise standards outlined in the City's Municipal Code. Impacts under this issue are considered less than significant with mitigation incorporated.

b. *Less Than Significant Impact* – Vibration is the periodic oscillation of a medium or object. The rumbling sound caused by vibration of room surfaces is called structure borne noises. Sources of groundborne vibrations include natural phenomena (e.g., earthquakes, volcanic eruptions, sea waves, landslides) or human-made causes (e.g., explosions, machinery, traffic, trains, construction equipment). Vibration sources may be continuous or transient. Vibration is often described in units of velocity (inches per second), and discussed in vibration decibel (VdB) units in order to compress the range of numbers required to describe vibration. Vibration impacts related to human development are generally associated with activities such as train operations, construction, and heavy truck movements.

The Federal Transportation Administration (FTA) Assessment states that in contrast to airborne noise, ground-borne vibration is not a common environmental problem. Although the motion of the ground may be noticeable to people outside structures, without the effects associated with the shaking of a structure, the motion does not provoke the same adverse human reaction to people outside. Within structures, the effects of ground-borne vibration include noticeable movement of the building floors, rattling of windows, shaking of items on shelves or hanging on walls, and rumbling sounds. FTA Assessment further states that it is unusual for vibration from sources such as buses and trucks to be perceptible, even in locations close to major roads. However, some common sources of vibration are trains, trucks on rough roads, and construction activities, such as blasting, pile driving, and heavy earth-moving equipment. The FTA guidelines identify a level of 80 VdB for sensitive land uses. This threshold provides a basis for determining the relative significance of potential project related vibration impacts. This threshold provides a basis for determining the relative significance of potential project related vibration impacts.

In the short term, it is possible that groundbreaking construction equipment and other equipment required to construct the whole of the project may have some potential to create some vibration at the nearest property line, but there are no sensitive receptors within 4,000 feet, and further there are no historic buildings within the project footprint that would be impacted by construction related vibration. Background vibration within the project footprint would low given that the traffic along the roadways that would be paved as part of the project are lightly traveled roads. Groundborne vibration is normally perceptible to humans at approximately 65 VdB, while 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible. Construction activity can result in varying degrees of groundborne vibration, but as there are no sensitive receptors within a sufficient distance from the project to experience groundborne vibration, the project would comply with the City of Desert Hot Springs Municipal Code, and would not result in vibration impacts within the project area. Therefore, impacts from project related vibration would be considered less than significant. No mitigation is required.

c. *Less Than Significant Impact* – According to the City of Desert Hot Springs General Plan, aircraft noise impacting the community emanates from commercial and general aviation operations at the Palm Springs International Airport, located approximately 4 miles south of the proposed project. The Palm Springs International Airport: Airport Master Plan and Part 150 Noise Compatibility Study indicate that flight tracks and patterns that aircraft are assumed to follow outlined in the Airport Noise Study indicate limited over flights in Desert Hot Springs. Ultimately, the Airport Master Plan concluded that existing and future noise levels associated with Airport operations will have no significant impact on the City of Desert Hot Springs or its sphere of influence. Given that the proposed Street Improvement Project is located within the City of Desert Hot Springs, it is not anticipated that persons working in the project area will be exposed to excessive noise levels generated by the nearby Airport. No private airstrips are located in close proximity to the proposed project; therefore, impacts under this issue is considered less than significant.

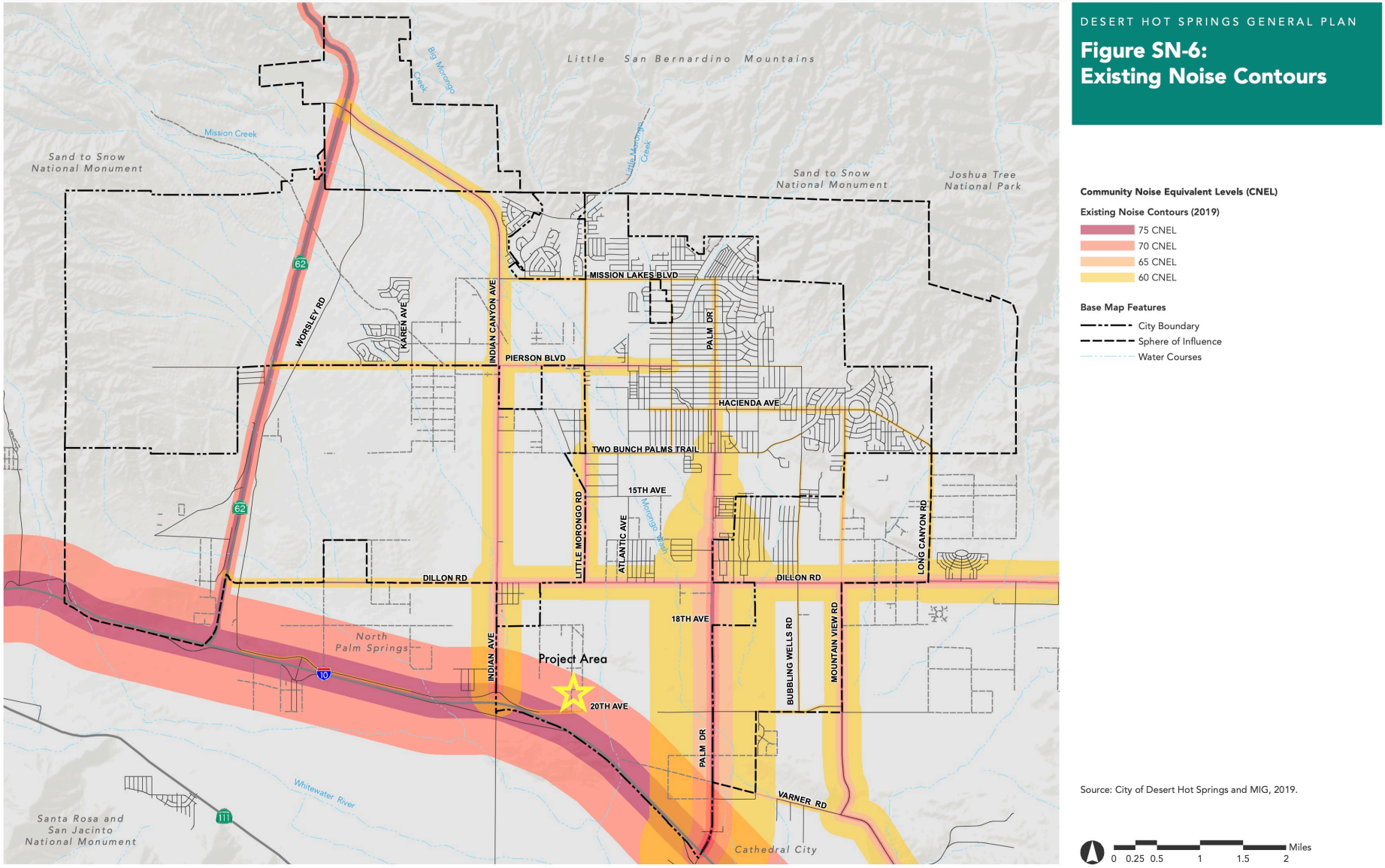


FIGURE XIII-1

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Existing Noise Contours

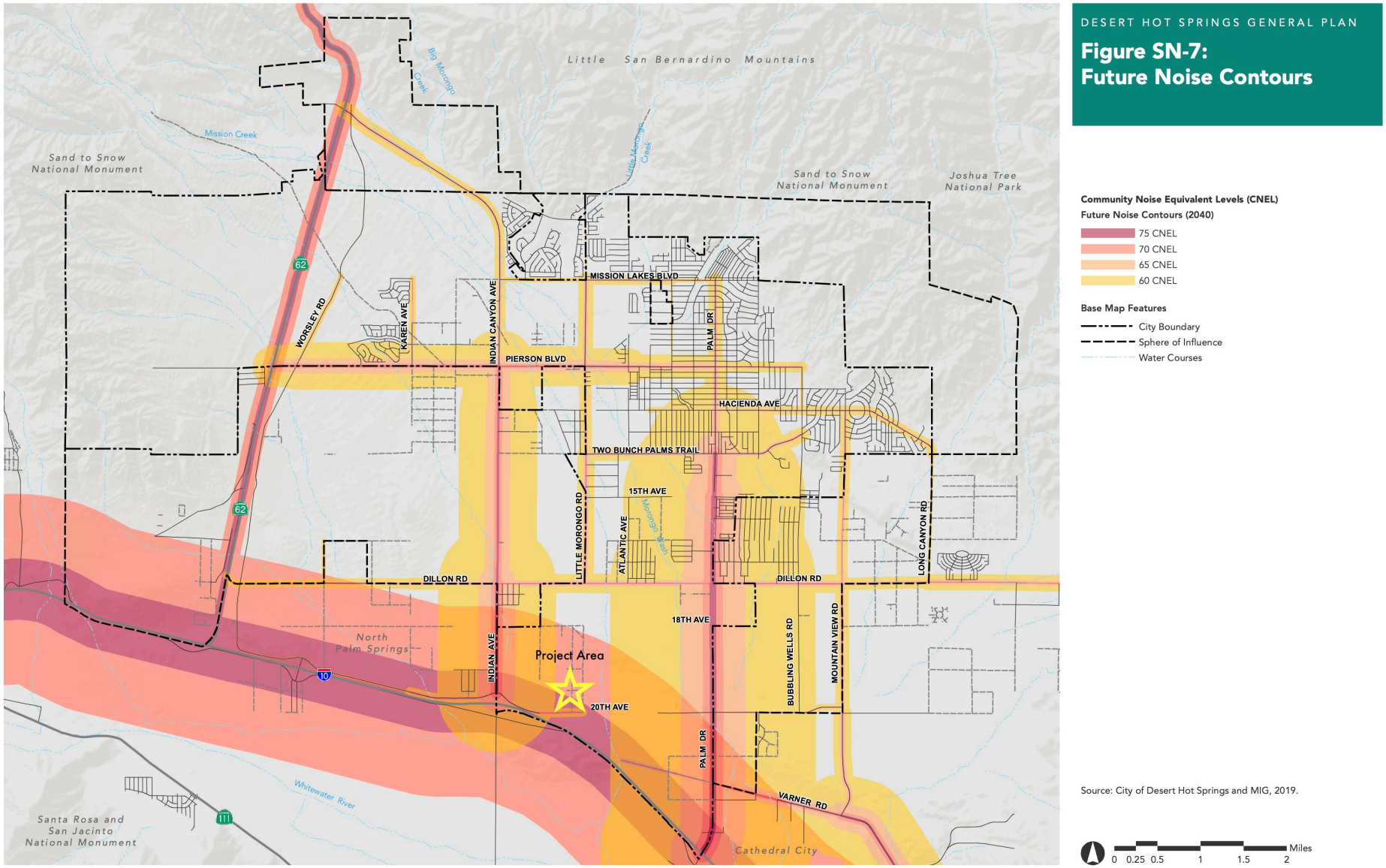


FIGURE XIII-2

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Future Noise Contours

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
XIV. POPULATION AND HOUSING: Would the project:				
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)?	☐	☐	☒	☐
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

SUBSTANTIATION

Impact Analysis

a. *Less Than Significant Impact* – Implementation of the project will not induce substantial population growth in the area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure). The project is considered a vital infrastructure project because it proposes to pave an existing roadway that would support MSWD operations and improve area circulation. The proposed project will require a temporary work force; however, this is short-term and with a maximum of about 15 employees will not induce substantial population growth. Furthermore, according to the Southern California Association of Governments (SCAG), the total population of Desert Hot Springs in 2020 was 30,036 persons.[11] The City General Plan notes that the City's population is anticipated to grow to 88,476 residents by 2040. This indicates that the City plans for population growth in the future. As such, given that no additional employees will be required once the roadway has been paved and is fully operational, the proposed project would have a less than significant potential to induce substantial population growth in an area, either directly or indirectly. No mitigation is required.

b. *No Impact* – The proposed Street Improvement Project will occur within existing dirt roadway alignments. No housing is proposed as part of the project and no persons reside within the project footprint. Therefore, implementation of the project as a whole will not displace any existing housing or displace a substantial number of people that would necessitate the construction of replacement housing elsewhere. No impacts will occur as a result of project implementation. No mitigation is required.

[11] SCAG, 2021. Local Profiles. https://www.arcgis.com/sharing/rest/content/items/4f32535de7444301aee7be8378f4b7ff/data (Accessed 01/15/25)

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
XV. PUBLIC SERVICES: 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:				
a) Fire protection?	☐	☐	☒	☐
b) Police protection?	☐	☐	☒	☐
c) Schools?	☐	☐	☐	☒
d) Parks?	☐	☐	☐	☒
e) Other public facilities?	☐	☐	☐	☒

SUBSTANTIATION

Impact Analysis

a. *Less Than Significant Impact* – The City of Desert Hot Springs is currently served by the Riverside County Fire Department (RCFD). The RCFD currently has two fire stations: Station #36 and Station #37 (refer to **Figure XV-1**), which, together, responded to approximately 5,746 calls in FY15.[12] Given that the population has not grown substantially over the last decade,[13] it is reasonable to assume that roughly the same amount of calls are responded to on average yearly. These calls included medical emergencies, vegetation and structure fires, vehicle accidents, public assistance and false alarms. Station #37 and #36 are both located in the northern part of the City, located about 4-5 miles north of the project site. The project will not include the use or storage of highly flammable materials. The proposed project will install 1.08 miles or 5,700 LF of paved roadway along the boundaries of the District's Wright RWRF, in place of the existing roadway condition, which is simply compacted dirt. Though there may be some need for fire protection services during construction of the paved roadway, existing fire protection services within the area are considered adequate protection in such instances. Once construction of each segment of paved roadway has been completed there will be no potential

[12] City of Desert Hot Springs General Plan EIR (pg. 4.15-1)
[13] SCAG, 2021. Local Profiles. https://www.arcgis.com/sharing/rest/content/items/4f32535de7444301aee7be8378f4b7ff/data (Accessed 01/15/25)

for the operation of the roadway to require fire protection services beyond that which occurs at present related to traffic incidents, as the roadway would continue to operate as it presently operates, but with the provision of pavement. Therefore, any impact to the existing fire protection system is considered random and less than significant. No additional mitigation is required.

b. *Less Than Significant Impact* – The proposed project site is located within the southern portion of the City of Desert Hot Springs. The City of Desert Hot Springs Police Department provides the citizens of the Planning Area with police services and protection. According to the City's General Plan EIR, Service is primarily provided from the Police Department Office at 65-950 Pierson Blvd, which is about 4 miles north of the project footprint. Additional personnel are provided at a satellite office at the Police Neighborhood Office at 66140 West Arroyo located in Tedesco Park. Police services are dispatched from the Police Department Office, but the satellite office is centrally located for greater police presence in the neighborhood and efficient response. The project is not anticipated to generate growth within the project area that would create a new demand for police protection because no additional employees will be required once the roadway is installed and is fully operational. The construction of the paved roadway will require only a temporary work force. The proposed project will not include the kind of use that would likely attract criminal activity, except for random trespass and theft; however, construction equipment will be stored in such a manner that public will not have access to it, and once in operation, the project will not include any structures. Thus, due to the type of project proposed, no new or expanded police facilities would need to be constructed as a result of the project. Therefore, impacts to police protection resources from implementation of the proposed project are considered less than significant; no mitigation measures are required.

c. *No Impact* – The proposed project is located within the Palm Springs Unified School District. Within the City and SOI, there are five elementary schools, two middle schools, and one high school. As discussed under Chapter XIV, Population and Housing, above, the project would not induce population growth within the City, as it will neither construct housing, nor result in a growth in employment opportunities within the area. Because the project would develop infrastructure through the installation of paved roadway and would not develop any abovegrade facilities that are commercial, residential, or industrial in nature, the proposed project is not required to pay any fees to offset impacts to school facilities. Thus, the proposed project will not generate an increase in elementary, middle, or high school population. No impacts are anticipated and no mitigation is required.

d. *No Impact* – Because the project would develop infrastructure through the installation of paved roadway and would not develop any abovegrade facilities that are commercial, residential, or industrial in nature, the proposed project is not required to pay any fees to offset impacts to park facilities. As stated in the preceding sections, the proposed project is not anticipated to create a substantial increase in population because it does require additional MSWD staff to operate the roadway adjacent to its Nancy Wright RWRF. Implementation of the proposed project will not impact any current or planned park use (refer to **Figure XV-2**), as it will be constructed within existing roadway ROW. Thus, implementation of the proposed project would not cause a substantial adverse physical impact to any parks within the City. No impacts

are anticipated, and no mitigation is required.

e. *No Impact* – Other public facilities include library and general municipal services. The library system in the City of Desert Hot Springs is operated by the Riverside County Library System. Since the project will not directly induce substantial population growth, it is not forecast that the use of such facilities will increase as a result of the proposed project. As a result, the implementation of the project will not 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 public services to include other public facilities. Thus, no impacts are anticipated under this issue and no mitigation is required.

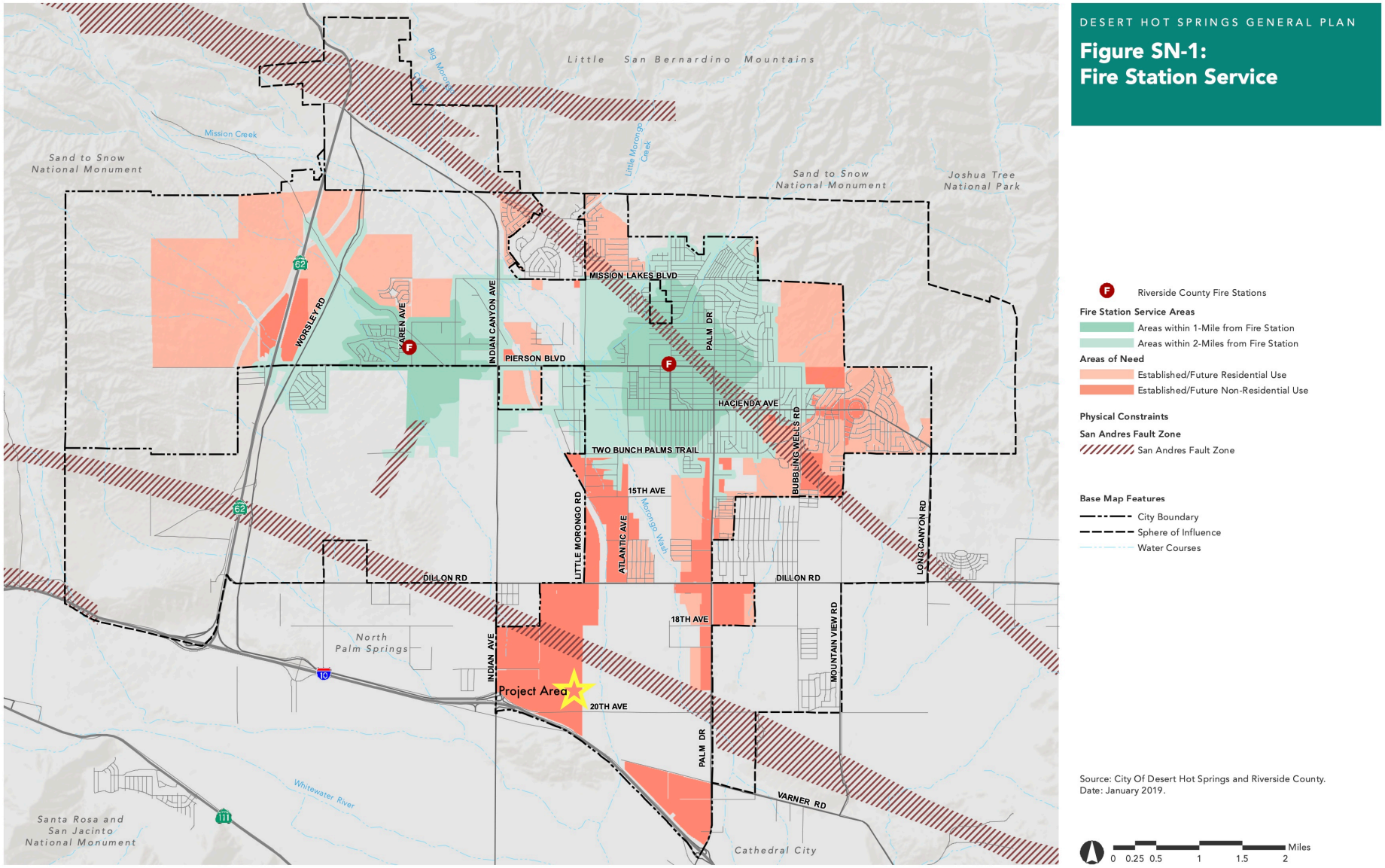


FIGURE XV-1

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Fire Station Service

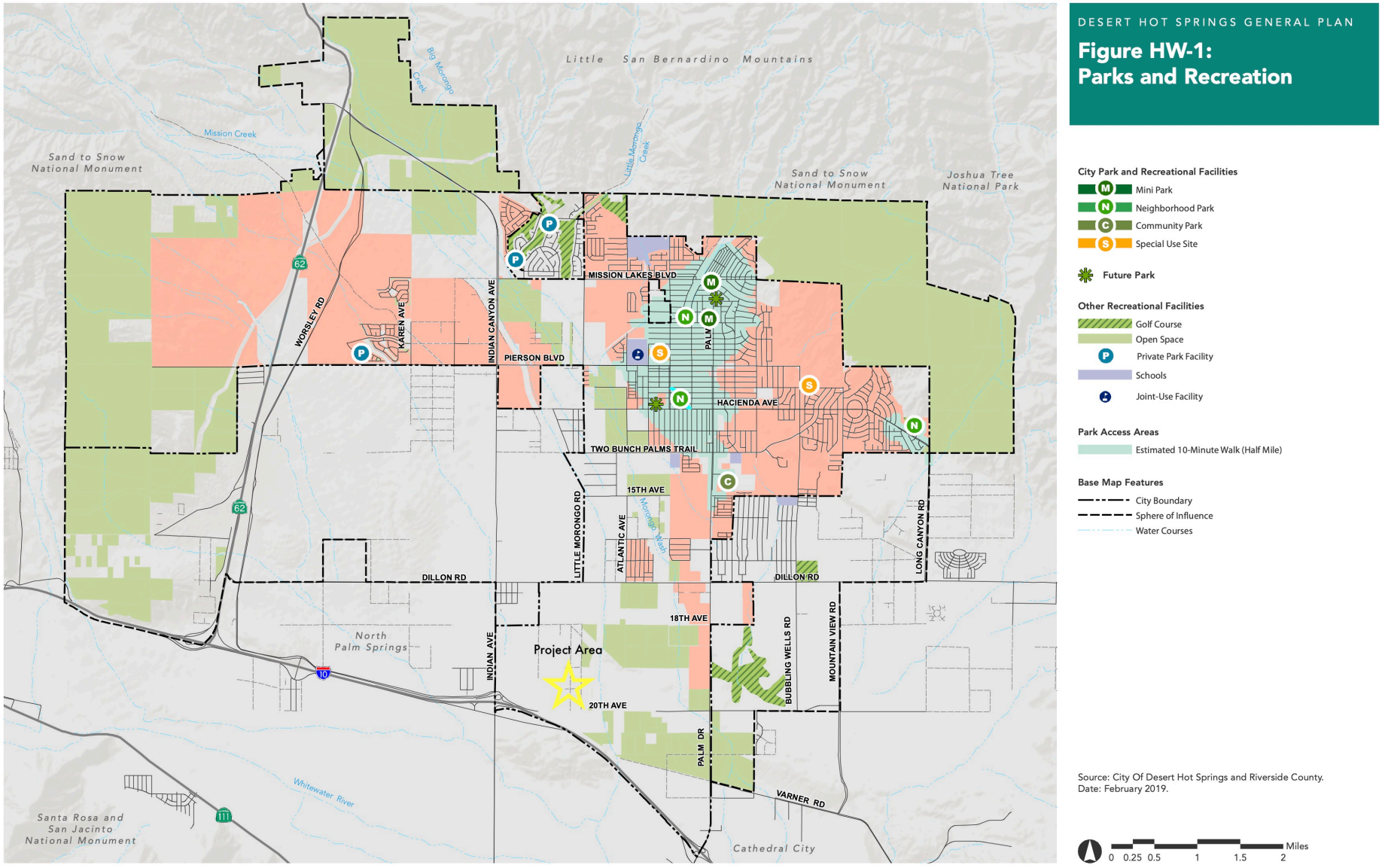


FIGURE XV-2

Tom Dodson & Associates
Environmental Consultants

Parks and Recreation

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
XVI. RECREATION:				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒

SUBSTANTIATION

Impact Analysis

a. *No Impact* – As previously discussed in Section XIV, Population and Housing and Section XV, Public Services, this project will not contribute to an increase in the population beyond that already allowed or planned for by local and regional planning documents. Therefore, this project will not result in an increase in the demand for parks and other recreational facilities and implementation of the proposed project would not increase the use of any parks within the area, now would it result in the physical deterioration of other surrounding facilities. No impacts are anticipated. No mitigation is required.

b. *No Impact* – The proposed project does not include recreational facilities, nor does it require the construction or expansion of recreational facilities. The proposed project will install 1.08 miles or 5,700 LF of paved roadway along the boundaries of the District's Wright RWRF, in place of the existing roadway condition, which is simply compacted dirt. The Street Improvement Project will occur within existing roadways and does not include the construction or expansion of recreational facilities. Thus, there will be no adverse effects on the recreational facilities from implementing this project. No mitigation is required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
XVII. TRANSPORTATION: Would the project:				
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☒	☐	☐
b) Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	☐	☐	☒	☐
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous inter-sections) or incompatible uses (e.g., farm equipment)?	☐	☒	☐	☐
d) Result in inadequate emergency access?	☐	☒	☐	☐

SUBSTANTIATION

Impact Analysis

a. *Less Than Significant With Mitigation Incorporated* — The proposed project will install 1.08 miles or 5,700 LF of paved roadway along the boundaries of the District's Wright RWRF, in place of the existing roadway condition, which is simply compacted dirt. The entirety of the project will occur within the existing roadway segments outlined in the project description. The pavement will be installed within local serving dirt roadways and will not impact major routes of circulation within the area. The project would close one lane at a time, which would allow for through-traffic so long as a traffic management plan is developed and implemented; without the implementation of a traffic management plan, impacts could be significant and unavoidable. The installation of pavement would temporarily reduce the capacity of roadways along the roadway alignment(s). Two lane roads would likely require active traffic control (flaggers) to allow alternate one-way traffic flow on the available road width, and could possibly require full road closure (with detour routing around the construction work zone). **MM TRAN-1**—addressed below—would be required to reduce potential impacts to traffic and transportation conditions. Implementation of this measure, in conjunction with the temporary character of the construction impacts, is considered sufficient to ensure adequate flow of traffic in a safe manner for pavement installation.

TRAN-1 The District shall require that contractors prepare a construction traffic control plan. Elements of the plan should include, but are not necessarily limited to, the following:

- *Develop circulation and detour plans, if necessary, to minimize impacts to local street circulation. Use haul routes minimizing truck traffic on local roadways to the extent possible.*

- *To the extent feasible, and as needed to avoid adverse impacts on traffic flow, schedule truck trips outside of peak morning and evening commute hours.*
- *Install traffic control devices as specified in Caltrans' Manual of Traffic Controls for Construction and Maintenance Work Zones where needed to maintain safe driving conditions. Use flaggers and/or signage to safely direct traffic through construction work zones.*
- *For roadways requiring lane closures that would result in a single open lane, maintain alternate one-way traffic flow and utilize flagger-controls.*
- *Coordinate with facility owners or administrators of sensitive land uses such as police and fire stations, hospitals, and schools. Provide advance notification to the facility owner or operator of the timing, location, and duration of construction activities.*

During construction, an estimated 15 roundtrips from construction workers per day will occur to install the proposed paved roadway. A maximum of 15 roundtrips per day would occur to support construction efforts (i.e., delivery or removal of construction materials), though the average would be about 10 roundtrips per day. Once constructed, no greater traffic would be generated by this project than that which occurs at present or is otherwise planned to occur as part of area development. Other than roadway maintenance to inspect and maintain facilities when necessary, no operational trips are anticipated. Implementation of the project has the potential to conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities. The proposed project will improve Little Morongo Road, which is designated as a Secondary II Street (refer to **Figure XVII-1**). As shown on the Bicycle Plan Map provided as **Figure XVII-2**, the roadways that are proposed to be paved as part of the proposed project have not been designated as bicycle routes, and as a result, the proposed project would not impact bicycle circulation. As shown on the Pedestrian Plan Map provided as **Figure XVII-3**, the proposed project is not located in an area served by or planned to be served by a pedestrian sidewalk network, and as a result, the proposed project would not impact pedestrian circulation. Finally, the project is not located within an existing or planned transit service route (refer to **Figure XVII-4**), and as a result, the proposed project would not impact transit circulation. Thus, through the implementation of the above mitigation measure requiring a construction traffic management plan, the proposed project would result in a less than significant impact pertaining to the circulation system, particularly given that transit, bicycle, and pedestrian facility circulation will not be disrupted.

b. *Less Than Significant Impact* – The proposed project will install 1.08 miles or 5,700 LF of paved roadway along the boundaries of the District's Wright RWRF, in place of the existing roadway condition, which is simply compacted dirt. The CEQA Guidelines Section 15064.3 identifies the Vehicle Miles Traveled (VMT) as the State's preferred method of evaluating Transportation-related impacts. City of Desert Hot Springs recommends the use of the Riverside County Transportation Analysis Guidelines for Level of Service Vehicle Miles Traveled (County Guidelines). The proposed project will require minimal vehicle miles traveled to accomplish once constructed. In the short term, construction of the proposed facilities will result in the generation of up to about 30 roundtrips per day on the adjacent roadways by construction personnel and trucks removing any excavated materials and remains of the structures on site.

The total number of truck roundtrips per day is estimated to be 15 trips, plus 15 employee roundtrips per day. The vehicle miles traveled in these instances would likely average less than 80 miles round trip. The number of temporary truck trips will be minimized by using 15 cubic yard material haulers instead of smaller 10 cubic yard trucks to haul material onto and off of the site. Additionally, the same trucks that haul material onto the site would also carry material off of the site. Once constructed, no greater traffic would be generated by this project than that which occurs at present or is otherwise planned to occur as part of area development. Other than roadway maintenance to inspect and maintain facilities when necessary, no operational trips are anticipated. This would therefore result in minimal vehicle miles traveled once the roadway is paved and fully operational. As such, development of the Street Improvement Project is not anticipated to result in a significant impact related to vehicle miles travelled, and thus would not conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b). Impacts under this issue are considered less than significant.

c. *Less Than Significant With Mitigation Incorporated* – The project will temporarily alter existing roadways during installation of pavement to result in paved roadway. However, this alteration will not create any hazards due to design features of incompatible uses. The proposed project will install 1.08 miles or 5,700 LF paved roadway within existing dirt road ROW within the City of Desert Hot Springs. As stated under issue XVII(a) above, with the implementation of **MM TRAN-1**, which requires implementation of a construction traffic management plan, any potential increase in hazards due to design features or incompatible use will be considered less than significant in the short term. In the long term, no impacts to any hazards or incompatible uses in existing roadways are anticipated because the proposed project would enhance the roadway through installing pavement, thereby making the roadway alignment less hazardous through project installation. Thus, any impacts are considered less than significant with implementation of mitigation. No additional mitigation is required.

d. *Less Than Significant With Mitigation Incorporated* – Please refer to the discussions under issue XVII(a) and XVII(c), above. The project would close one lane at a time, which would allow for through-traffic so long as a traffic management plan is developed and implemented; without the implementation of a traffic management plan, impacts could be significant and unavoidable. The Street Improvement Project will install 1.08 miles or 5,700 LF of paved roadway along the boundaries of the District's Wright RWRF, in place of the existing roadway condition, which is simply compacted dirt. The proposed Street Improvement Project will not be developed within any emergency response route. Primary roadways within the project footprint that would be used during an emergency or evacuation order would be Dillon Road (north) and Indian Avenue (west). As the whole of Little Morongo Road south of Dillon Road is not paved, nor are 19th and 20th Avenue, the proposed project would contribute to improving these local roadways, thereby improving evacuation circulation during an emergency when compared to the existing dirt roadways. The proposed project would not be installed within these major roadways. At no time during the installation of paved roadway will the entirety of project alignment roadways be closed. The project would close one lane at a time, which would allow for through-traffic so long as a traffic management plan is developed and implemented; without the implementation of a traffic management plan, impacts could be significant and

unavoidable. **MM TRAN-1** shall be implemented to address any potential traffic disruption and emergency access issues on area roadways. Adequate emergency access will be provided throughout construction. Though closure of one lane will impact traffic, the implementation of **MM TRAN-1** will ensure that impacts are reduced to a level of less than significant. No additional mitigation is required.

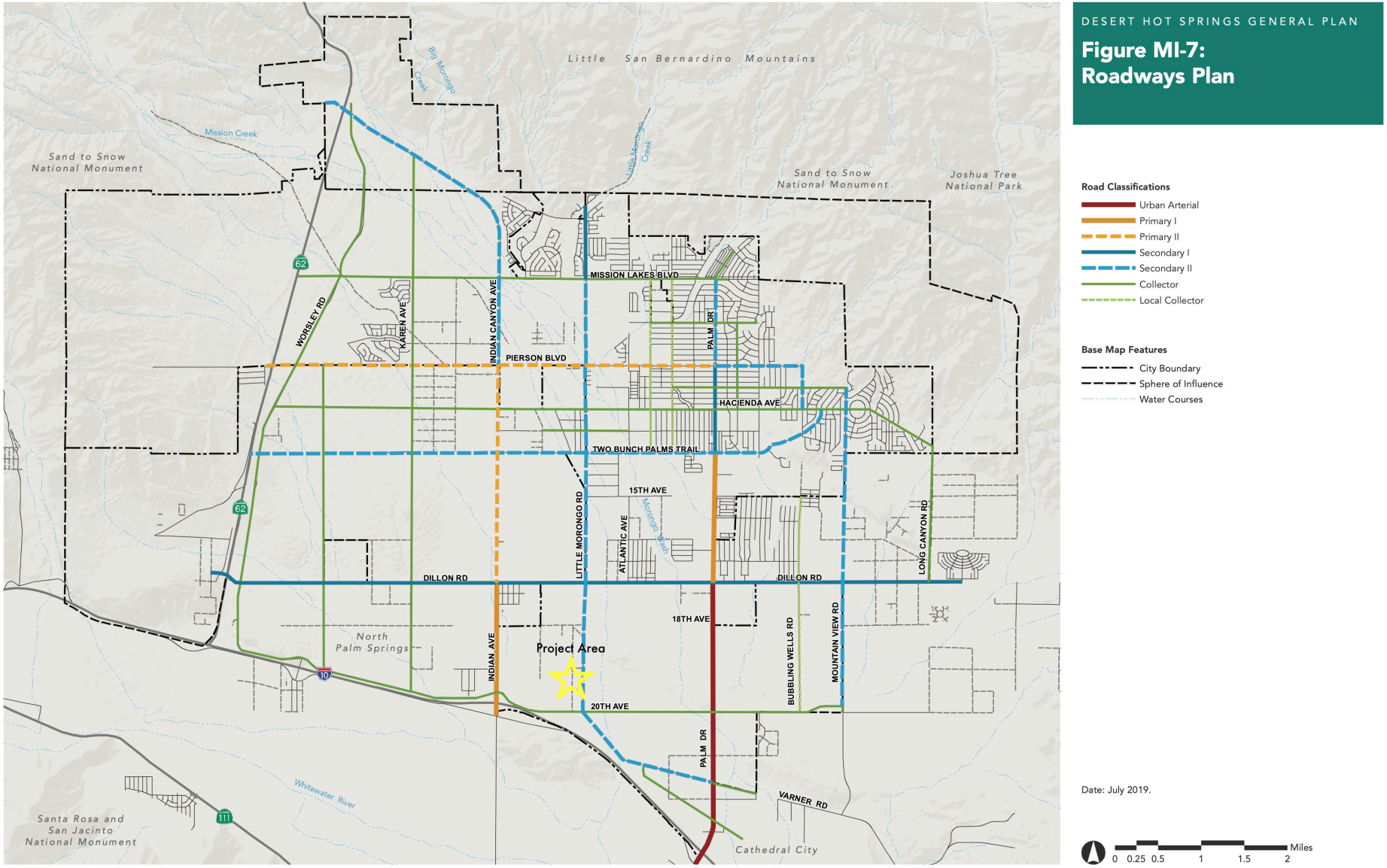


FIGURE XVII-1

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Roadways Plan

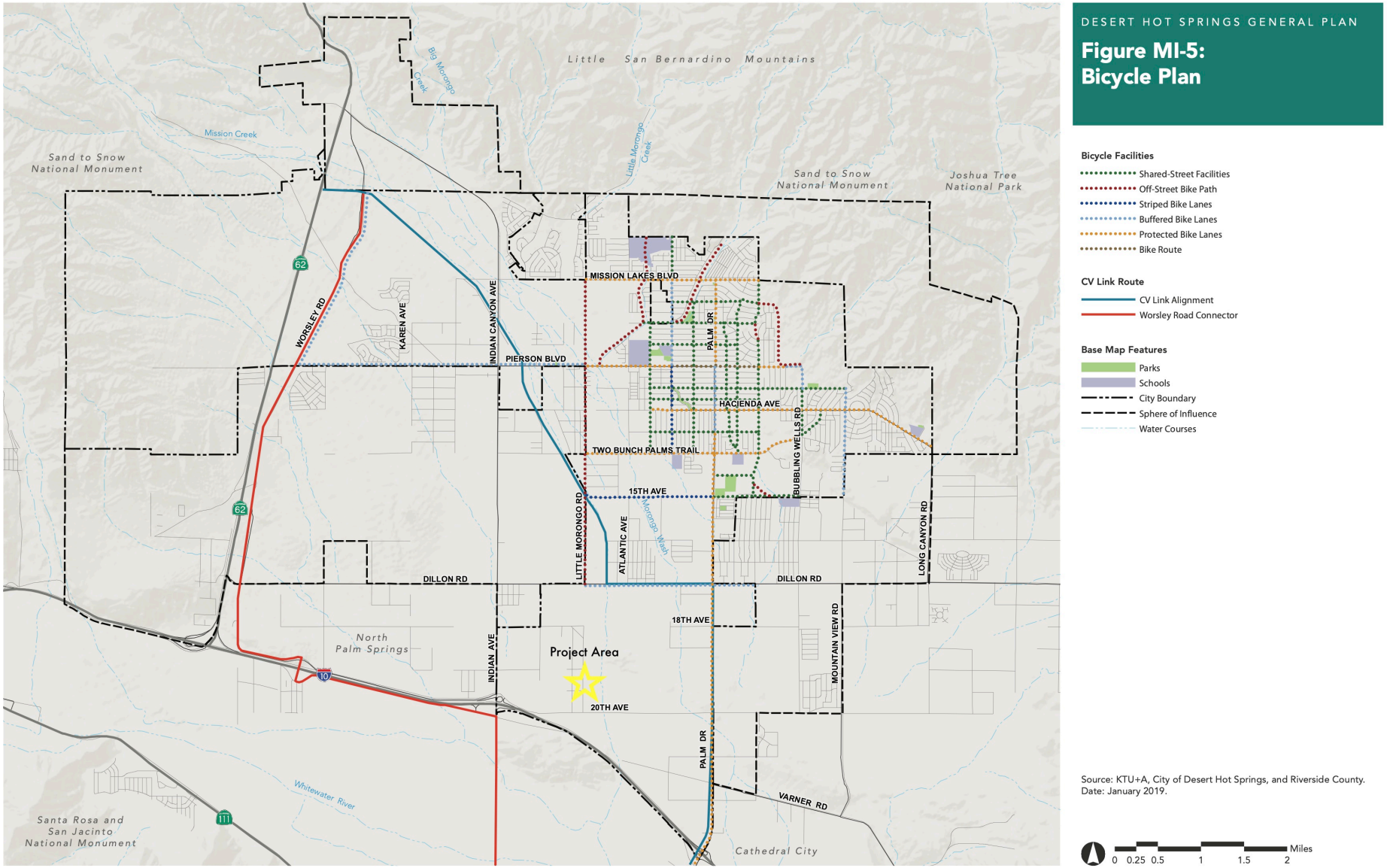


FIGURE XVII-2

Tom Dodson & Associates
Environmental Consultants

Bicycle Plan

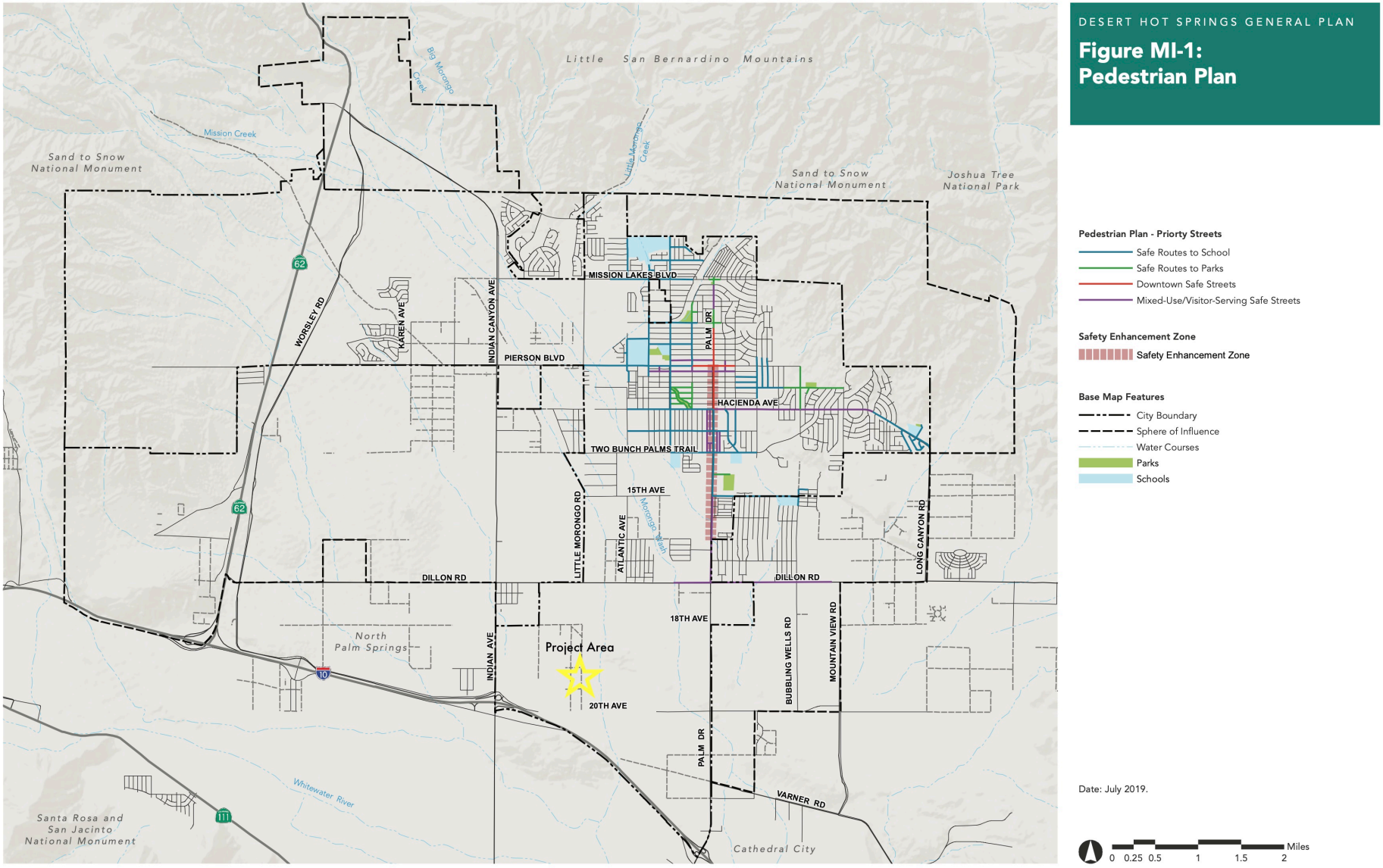


FIGURE XVII-3

Tom Dodson & Associates
Environmental Consultants

Pedestrian Plan

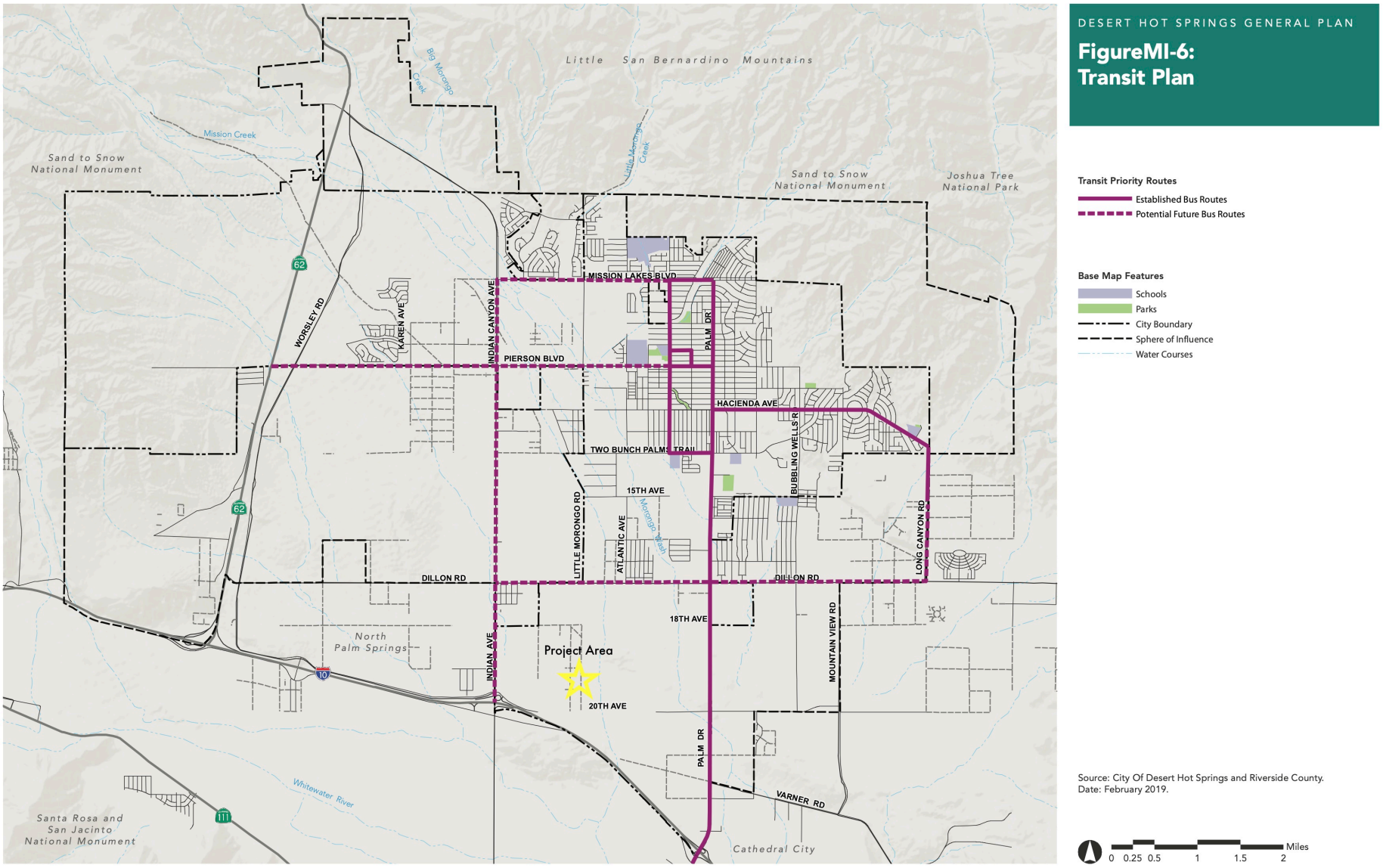


FIGURE XVII-4

Tom Dodson & Associates
Environmental Consultants

Pedestrian Plans

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
XVIII. TRIBAL CULTURAL RESOURCES: Would the project cause a substantial change in the significance of tribal cultural resources, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographic-ally defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to the California Native American tribe, and that is:				
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	☐	☒	☐	☐
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in sub-division (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☒	☐	☐

SUBSTANTIATION

Impact Analysis

a&b. *Less Than Significant With Mitigation Incorporated* – Only one tribe has requested consultation with the District under AB 52, the Agua Caliente Band of Cahuilla Indians. AB 52 consultation letters were sent on December 2, 2024. The Tribe responded on January 2, 2025 requesting several items, as well as the following actions to be carried out during ground disturbing activities:

(a) *The presence of an approved Agua Caliente Native American Cultural Resource Monitor(s) during any ground disturbing activities (including archaeological testing and surveys). Should buried cultural deposits be encountered, the Monitor may request that destructive construction halt and the Monitor shall notify a Qualified Archaeologist (Secretary of the Interior's Standards and Guidelines) to investigate and, if necessary, prepare a mitigation plan for submission to the State Historic Preservation Officer and the Agua Caliente Tribal Historic Preservation Office.*

(b) *The presence of an archaeologist that meets the Secretary of Interior's standards during any ground disturbing activities.*

Furthermore, during outreach efforts with the ACBCI conducted as part of the Cultural Resources Report effort, the Tribe expressed concerns regarding the sensitivity for Tribal Cultural Resources within the general area and specified that they would request the presence of "an approved Agua Caliente Native American Cultural Monitor(s) during any ground disturbing activities." Thus, the following mitigation measure requiring tribal monitoring during ground disturbing activities is required to ensure that a significant tribal cultural resource impact does not occur:

TCR-1 ***Prior to carrying out ground disturbing activities, the District shall enter into a Tribal Monitoring Services Agreement with the Agua Caliente Band of Cahuilla Indians for the project. The Tribal Monitor shall be onsite during all ground-disturbing activities (including, but not limited to, clearing, grubbing, tree and bush removal, grading, trenching, fence post placement and removal, construction excavation, excavation for all utility and irrigation lines, and landscaping phases of any kind). The Tribal Monitor shall have the authority to temporarily divert, redirect, or halt the ground-disturbing activities to allow identification, evaluation, and potential recovery of cultural resources).***

Furthermore, the mitigation identified to protect archaeological resources under Section V Cultural Resources (**MM CUL-2**), would require an archaeological monitor to be onsite for ground disturbing activities, and calls for the creation of and adherence to a Monitoring and Treatment Plan. The coordination between the archaeological and tribal monitors would ensure protection of tribal cultural resources. As such, through the implementation of **MM TCR-1** and **CUL-2,** the project has a less than significant potential to cause a substantial change in the significance of tribal cultural resources, 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 the California Native American tribe and that is either **a)** Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or **b)** A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe. No further mitigation is required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
XIX. UTILITIES AND SERVICE SYSTEMS: Would the project:				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment, or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☐	☒
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☐	☒
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☒	☐

SUBSTANTIATION

Impact Analysis

a. Water

No Impact – The proposed project will not develop any housing or human-occupied structures that would require connection to MSWD's water distribution system. The Street Improvement Project will install 1.08 miles or 5,700 LF of paved roadway along the boundaries of the District's Wright RWRF, in place of the existing roadway condition, which is simply compacted dirt. Therefore, with no connections to MSWD's water distribution system required, site improvements are not forecast to require or result in the construction of new water facilities or expansion of existing facilities in order to serve the project.

Wastewater

No Impact – The proposed project will not develop any housing or human-occupied structures that would require connection to MSWD's water distribution system. The Street Improvement Project will install 1.08 miles or 5,700 LF of paved roadway along the boundaries of the District's Wright RWRF, in place of the existing roadway condition, which is simply compacted dirt. Therefore, with no connections to MSWD's wastewater collection system required, site improvements are not forecast to require or result in the construction of new wastewater facilities or expansion of existing facilities in order to serve the project.

Stormwater

Less Than Significant Impact – As stated under issue XI(c[i-iii]), implementation the proposed project is not forecast to significantly alter the volume of surface/stormwater runoff that will be generated from the project footprint. The paved roadways will generate essentially the same amount of stormwater as they do at present because no expansion of roadway is anticipated, but as the roadway would be paved, drainage management has been incorporated into project design. The proposed roadway geometry design would provide enough capacity to convey 100-year flows across and along the project boundary, meeting City and County standards. Conveyance of stormwater/runoff to drainage alignments within the paved roadway alignments will therefore be enhanced through the creation of defined drainage patterns that will overwrite the existing drainage patterns that occur within the dirt roadway alignments at present when stormwater/runoff or precipitation occur. Given that no new stormwater collection facilities are required to implement the proposed project beyond that which has been incorporated into the design of the project, development of the project will not require or result in the construction of new or expansion of existing stormwater drainage facilities. Any impacts under this issue are considered less than significant. No mitigation is required.

Electric Power

No Impact – Development of the Street Improvement Project would not require installation of electricity nor any connections thereof. Therefore, the project would not result in a significant environmental effect related to the relocation or construction of new or expanded natural gas facilities. No impacts are anticipated.

Natural Gas

No Impact – Development of the Street Improvement Project would not require installation of natural gas, nor any connections thereof. Therefore, the project would not result in a significant environmental effect related to the relocation or construction of new or expanded natural gas facilities. No impacts are anticipated.

Telecommunications

No Impact – Development of the Street Improvement Project would not require installation of wireless internet service or phone service, nor any connections thereof. Therefore, the project would not result in a significant environmental effect related to the relocation or construction of new or expanded telecommunication facilities. No impacts are anticipated.

b. *No Impact* – Please refer to the discussion under issues X(b) and XIX(a) above. The Street Improvement Project will install 1.08 miles or 5,700 LF of paved roadway along the boundaries of the District's Nancy Wright RWRF, in place of the existing roadway condition, which is simply compacted dirt. Construction of the paved roadway would require up to or about 5,000 gallons of potable water each day for a maximum of about 85 working days, which equates to the installation of the paved roadway requiring about 400,000 gallons of water (1.23-acre feet) during construction. This amount is considered nominal when compared to the availability of supply from the project proponent, MSWD based on a review of their 2020 Coachella Valley Regional UWMP. Once the roadway has been installed, no water use or water connections would be required to enable roadway operation. No abovegrade features are proposed as part of this project that would require the use of potable water to operate. Thus, implementation of the proposed project will have access to sufficient water supplies available to serve the project from existing entitlements and resources. No impacts are anticipated and no mitigation is required.

c. *No Impact* – Please refer to the discussion under X(b) and XIX(a) above. The Street Improvement Project will install 1.08 miles or 5,700 LF of paved roadway along the boundaries of the District's Wright RWRF, in place of the existing roadway condition, which is simply compacted dirt. The proposed project will not result in any connections to MSWD's wastewater collection system. Therefore, the project would not create a demand of wastewater treatment services that would impact the provider's ability to collect and treat wastewater within their existing commitments. No impacts are anticipated and no mitigation is required.

d&e. *Less Than Significant Impact* – The project will generate construction waste from the removal of soil. The inert wastes can be disposed of at existing municipal solid waste facilities, which have adequate capacity to accept inert wastes generated by this project, or can be recycled onsite. Any construction and demolition (C & D) waste, which in this case is generally anticipated to consist of onsite soils, will be recycled to the maximum extent feasible and any residual materials will be delivered to one of several C & D disposal sites in the area surrounding the project site. Many of these C & D materials can be reused or recycled, thus prolonging our supply of natural resources and potentially saving money in the process.

In accordance with CALGreen code 5.408.4, 100 percent of trees, stumps, rocks and associated vegetation and soils resulting primarily from land clearing must be reused or recycled. As this is a mandatory requirement, no mitigation is required to ensure compliance by MSWD for this project.

Because of increased construction recycling efforts resulting from CalGreen and other regulations, opportunities for construction recycling are becoming easier to find, such as one in Palm Desert that accepts a wide range of construction and demolition debris materials: asphalt, concrete, drywall, gravel, reusable/ deconstructed material, pallets, sand, soil, and wood. There are additional facilities that accept C&D materials located in the surrounding

areas[14] including facilities in Coachella, Thousand Palms, Indio, Palm Springs, and Cathedral City that accept a wide range of materials.

The facilities that accept C&D materials, combined with the landfills in the surrounding area, have adequate capacity to serve the proposed project. Solid waste will be disposed of in accordance with existing regulations at an existing licensed landfill. The Lamb Canyon Sanitary Landfill and Badlands Landfill serve the project area. The Lamb Canyon Sanitary Landfill has a maximum permitted daily capacity of 5,000 tons per day, with a permitted capacity of 38,935,653 cubic yards (CY), with 19,242,950 CY of capacity remaining.[15] The Badlands landfill has a maximum permitted daily capacity of 5,000 tons per day, with a permitted capacity of 82,300,000 CY, with 7,800,000 CY of capacity remaining.[16] Both landfills permit thousands of tons of waste per day, which is beyond what the expected amount of waste would be generated by the construction of the proposed roadway alignment, particularly given that there is no concrete or asphalt that would need to be disposed, as the existing roadway consists of compacted dirt. Furthermore, the proposed project is not anticipated to generate any operational waste as the project will install a paved roadway within an existing dirt roadway alignment that will function as it does at present, but will be paved. As such, the proposed project would comply with all federal, State, and local statues related to solid waste disposal.

Any hazardous materials collected within the project footprint during either construction or operation of the project will be transported and disposed of by a permitted and licensed hazardous materials service provider. Therefore, the project is expected to comply with all regulations related to solid waste under federal, state, and local statutes. Therefore, the project is expected to comply with all regulations related to solid waste under federal, state, and local statutes and be served by a landfill(s) with sufficient permitted capacity to accommodate the project's solid waste disposal needs. No further mitigation is necessary.

[14] Riverside County, 2022. Construction Demolition Debris Recyclers https://rcwaste.org/sites/g/files/aldnop376/files/migrated/Portals-0-Files-Planning-CD-DebrisRecyclers.pdf (accessed 01/20/25)
[15] CalRecycle, 2025. SWIS Facility/Site Activity Details Lamb Canyon Sanitary Landfill (33-AA-0007) https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/2246?siteID=2368 (Accessed 01/20/25)
[16] CalRecycle, 2025. SWIS Facility/Site Activity Details Badlands Sanitary Landfill (33-AA-0006) https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/2245?siteID=2367 (Accessed 01/20/25)

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
XX. WILDFIRE: If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of wildfire?	☐	☐	☐	☒
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☒
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☒

SUBSTANTIATION

a-d. *No Impact* – The proposed project is not located in or near state responsibility areas or lands classified as very high fire hazard severity zone. The proposed project is located in the southern portion of the City of Desert Hot Springs, where there are no designated fire hazard severity zones (**Figure IX-2**). The Street Improvement Project will install 1.08 miles or 5,700 LF of paved roadway along the boundaries of the District's Wright RWRF, in place of the existing roadway condition, which is simply compacted dirt. Roadways are not typically susceptible to wildfire hazards and the development of the proposed paved roadway will not increase the risk of wildland fires to nearby residences and structures. The proposed project area is within a remote part of the City that is in the process of being developed. Once installed, the roadway will not be susceptible to wildfire risk. Therefore, as the proposed project is not located within or adjacent to a very high fire hazard severity zone, no impacts under these wildfire issues are anticipated.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
XXI. MANDATORY FINDINGS OF SIGNIFICANCE:				
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☒	☐	☐
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐

SUBSTANTIATION

The analysis in this Initial Study and the findings reached indicate that the proposed project can be implemented without causing any new project specific or cumulatively considerable unavoidable significant adverse environmental impacts. Mitigation is required to control potential environmental impacts of the proposed project to a less than significant impact level. The following findings are based on the detailed analysis of the Initial Study of all environmental topics and the implementation of the mitigation measures identified in the previous text and summarized following this section.

a. *Less Than Significant With Mitigation Incorporated* – The project has no potential to cause a significant impact any biological or cultural resources. No sensitive species were observed within the project site during the reconnaissance-level field survey, but BUOW was observed within the project area, and as a result mitigation to protect this species is required to ensure a less than significant impact would result. The project footprint is completely disturbed, consisting of dirt roadway alignments and due to the environmental conditions on site and the adjacent disturbances, the project area is likely not suitable to support any of the special status wildlife species that have been documented in the project vicinity. As such, the project has been identified as having no potential to degrade the quality of the natural environment,

substantially reduce 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, or reduce the number or restrict the range of a rare or endangered plant or animal through the implementation of mitigation intended to minimize impacts to nesting birds and BUOW, and to ensure compliance with the CVMSHCP. No historical resources within or adjacent to the project area have any potential to be disturbed as they are not within the proposed area in which the roadway will be paved, and thus, the project as it is currently proposed will not cause a substantial adverse change to any known historical resources. Sensitive Tribal and Archaeological Resources may be located in the soils underlying the roadways within which the paved roadway alignment will be installed. Mitigation is required to minimize any potential impacts thereof. Furthermore, because it is not known what could be unearthed upon any excavation activities, contingency mitigation measures are provided to ensure that, in the unlikely event that any resources are found outside of the sensitive areas, they are protected from any potential impacts. Please see biological and cultural sections of this Initial Study.

b. *Less Than Significant With Mitigation Incorporated* – Based on the analysis in this Initial Study, the proposed Street Improvement Project has the potential to cause impacts that are individually or cumulatively considerable. There are no other projects in the vicinity to which this project would make a cumulatively considerable impact, furthermore paving roadways and improving circulation is generally viewed as a benefit to the community. The issues of Biological Resources, Cultural Resources, Geology and Soils, Hazards and Hazardous Materials, Hydrology and Water Quality, Noise, Transportation, and Tribal Cultural Resources require the implementation of mitigation measures to reduce impacts to a less than significant level and ensure that cumulative effects are not cumulatively considerable. All other environmental issues were found to have no significant impacts without implementation of mitigation. The potential cumulative environmental effects of implementing the proposed project have been determined to be less than considerable through the implementation of mitigation and thus, less than significant impacts.

c. *Less Than Significant With Mitigation Incorporated* – The project will achieve long-term community goals by improving circulation, which would serve existing, planned, and future uses within the City of Desert Hot Springs. The short-term impacts associated with the project, which are mainly construction-related impacts, are less than significant with mitigation, and the proposed project is compatible with long-term environmental protection. The issues of Geology and Soils, Hazards and Hazardous Materials, and Noise require the implementation of mitigation measures to reduce potential human impacts to a less than significant level. All other environmental issues were found to have no significant impacts on humans without implementation of mitigation. The potential for direct human effects from implementing the proposed project have been determined to be less than significant.

Conclusion

This document evaluated all CEQA issues contained in the Initial Study Checklist form. The evaluation determined that either no impact or less than significant impacts would be associated with the issues

of Aesthetics, Agricultural and Forestry Resources, Air Quality, Energy, Greenhouse Gas Emissions, Land Use and Planning, Mineral Resources, Population/Housing, Public Services, Recreation, Utilities and Service Systems, and Wildfire. The issues of Biological Resources, Cultural Resources, Geology and Soils, Hazards and Hazardous Materials, Hydrology and Water Quality, Noise, Transportation, and Tribal Cultural Resources require the implementation of mitigation measures to reduce impacts to a less than significant level. The required mitigation has been proposed in this Initial Study to reduce impacts for these issues to a less than significant impact and the MSWD will implement these measures.

Based on the findings in this Initial Study, the MSWD proposes to adopt a Mitigated Negative Declaration (MND) for the Mission Springs Water District Street Improvement Project. A Notice of Intent to Adopt a Mitigated Negative Declaration (NOI) will be issued for this project by the MSWD. The Initial Study and NOI will be circulated for 30 days of public comment. At the end of the 30-day review period, a final MND package will be prepared and it will be reviewed by MSWD for possible adoption at a future Board meeting, the date for which has yet to be determined. If you or your agency comments on the MND/NOI for this project, you will be notified about the meeting dates in accordance with the requirements in Section 21092.5 of CEQA (statute).

Note: Authority cited: Sections 21083 and 21083.05, Public Resources Code. Reference: Section 65088.4, Gov. Code; Sections 21080(c), 21080.1, 21080.3, 21083, 21083.05, 21083.3, 21093, 21094, 21095, and 21151, Public Resources Code; *Sundstrom v. County of Mendocino*,(1988) 202 Cal.App.3d 296; *Leonoff v. Monterey Board of Supervisors*, (1990) 222 Cal.App.3d 1337; *Eureka Citizens for Responsible Govt. v. City of Eureka* (2007) 147 Cal.App.4th 357; *Protect the Historic Amador Waterways v. Amador Water Agency* (2004) 116 Cal.App.4th at 1109; San *Franciscans Upholding the Downtown Plan v. City and County of San Francisco* (2002) 102 Cal.App.4th 656.

Revised 2019
Authority: Public Resources Code sections 21083 and 21083.09
Reference: Public Resources Code sections 21073, 21074, 21080.3.1, 21080.3.2, 21082.3/ 21084.2 and 21084.3

SUMMARY OF MITIGATION MEASURES

Biological Resources

BIO-1 Prior to commencement of construction, A protocol burrowing owl survey will be conducted using the 2012 survey protocol methodology identified in the "Staff Report on Burrowing Owl Mitigation, State of California, Natural Resources Agency, Department of Fish and Game, March 7, 2012," or the most recent CDFW survey protocol available. The burrowing owl survey shall be conducted with a minimum of four site visits conducted on four separate days.

BIO-2 A preconstruction presence/absence survey shall be conducted no more 30 days in advance of construction. This survey can overlap with the final protocol burrowing owl survey conducted pursuant to MM BIO-1.

BIO-3 If burrowing owl(s) are detected during the focused surveys within the area of potential effect delineated by the construction contractor in coordination with the biologist, the MSWD shall immediately contact CDFW for coordination of next steps prior to commencing project construction or ground disturbing activities. If a BUOW is found on-site at the time of construction, all activities likely to affect the animal(s) must cease immediately and CDFW shall to be contacted to determine appropriate management actions. All actions thereafter shall be at the discretion and approval of CDFW in compliance with CESA.

BIO-4 Regardless of the time of year, a preconstruction survey shall be performed to verify absence of nesting birds. A qualified biologist shall conduct the pre-activity survey within the project areas (including access routes) and a 500-foot buffer surrounding the project areas, no more than three (3) days prior to the initiation of project activities, including, but not limited to clearing, grubbing, and/or rough grading to prevent impacts to birds and their nests. Pre-construction surveys shall focus on both direct and indirect evidence of nesting, including nest locations and nesting behavior. The qualified biologist shall make every effort to avoid potential nest predation as a result of survey and monitoring efforts. If nesting bird activity is present within the work area or the project's zone of influence (generally 100-300 feet), a no disturbance buffer zone shall be established by the qualified biologist to be marked on the ground around each nest. The buffer shall be a minimum of 500 feet for raptors and 300 feet for songbirds, unless a smaller buffer is specifically determined by a qualified biologist familiar with the nesting phenology of the nesting species. The buffer areas shall be avoided until the nests are no longer occupied and the juvenile birds can survive independently from the nests. Active nest(s) and an established buffer distance(s) shall be monitored daily by the qualified biologist until the qualified biologist has determined the young have fledged or the project has been completed. The qualified biologist has the authority to stop work if nesting pairs exhibit signs of disturbance. If there is no nesting activity, then no further action is needed for this measure. If an active nest is encountered during the project construction, construction shall stop immediately until a qualified biologist can determine (1) the status of the nest, and (2) when work can

proceed without risking violation to state or federal laws.

BIO-5 The project shall be required to comply with the provisions of the Coachella Valley Multi-Species Habitat Conservation Plan requirements for projects adjacent to Conservation Areas.

1) *Drainage* – Proposed Development adjacent to or within a Conservation Area shall incorporate plans to ensure that the quantity and quality of runoff discharged to the adjacent Conservation Area is not altered in an adverse way when compared with existing conditions. Stormwater systems shall be designed to 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 Conservation Area.
2) *Toxics* – Land uses proposed adjacent to or within a Conservation Area that use chemicals or generate byproducts such as manure that are potentially toxic or may adversely affect wildlife and plant species, Habitat, or water quality shall incorporate measures to ensure that application of such chemicals does not result in any discharge to the adjacent Conservation Area.
3) *Lighting* – For proposed Development adjacent to or within a Conservation Area, lighting shall be shielded and directed toward the developed area. Landscape shielding or other appropriate methods shall be incorporated in project designs to minimize the effects of lighting adjacent to or within the adjacent Conservation Area in accordance with the guidelines to be included in the Implementation Manual.
4) *Noise* – Proposed Development adjacent to or within a Conservation Area that generates noise in excess of 75 dBA Leq hourly shall incorporate setbacks, berms, or walls, as appropriate, to minimize the effects of noise on the adjacent Conservation Area in accordance with the guidelines to be included in the Implementation Manual.
5) *Invasives* – Invasive, non-native plant species shall not be incorporated in the landscape for land uses adjacent to or within a Conservation Area. Landscape treatments within or adjacent to a Conservation Area shall incorporate native plant materials to the maximum extent Feasible; recommended native species are listed in Table 4-112 [of the CVMSHCP]. The plants listed in Table 4-113 [of the CVMSHCP] shall not be used within or adjacent to a Conservation Area. This list may be amended from time to time through a Minor Amendment with Wildlife Agency Concurrence.
6) *Barriers* – Land uses adjacent to or within a Conservation Area shall incorporate barriers in individual project designs to minimize unauthorized public access, domestic animal predation, illegal trespass, or dumping in a Conservation Area. Such barriers may include native landscaping, rocks/boulders, fencing, walls and/or signage.
7) *Grading/Land Development* – Manufactured slopes associated with site Development shall not extend into adjacent land in a Conservation Area.

<u>Cultural Resources</u>

CUL-1 Should any cultural resources be encountered during construction of these facilities, earthmoving or grading activities in the immediate area of the finds shall be halted and an

onsite inspection shall be performed immediately by a qualified archaeologist. Responsibility for making this determination shall be with the District's onsite inspector. The archaeological professional shall assess the find, determine its significance, and make recommendations for appropriate mitigation measures within the guidelines of the California Environmental Quality Act.

CUL-2 Due to the heightened cultural sensitivity of the proposed project area, a Qualified Archaeologist (Secretary of the Interior's Standards and Guidelines) shall be present for ground-disturbing activities that occur within the proposed project area (which includes, but is not limited to, tree/shrub removal and planting, *clearing*/grubbing, grading, excavation, trenching, compaction, fence/gate removal and installation, drainage and irrigation removal and installation, hardscape installation [benches, signage, boulders, walls, seat walls, fountains, etc.], and archaeological work). A sufficient number of archaeological monitors shall be present each work day to ensure that simultaneously occurring ground disturbing activities receive thorough levels of monitoring coverage. A Monitoring and Treatment Plan that is reflective of the project mitigation shall be completed by the archaeological consultant and submitted to the District for dissemination to the ACBCI Cultural Resources Management Department. Once all parties review and approve the plan, it shall be adopted by the District – the plan must be adopted prior to permitting for the project. Any and all findings will be subject to the protocol detailed within the Monitoring and Treatment Plan.

Geology & Soils

GEO-1 Stored backfill material shall be covered with water resistant material during periods of heavy precipitation to reduce the potential for rainfall erosion of stored backfill material. Where covering is not possible, measures such as the use of straw bales or sand bags shall be used to capture and hold eroded material on the project site for future cleanup such that erosion does not occur.

GEO-2 Excavated areas shall be backfilled and compacted such that erosion does not occur.

GEO-3 All exposed, disturbed soil (trenches, stored backfill, etc.) will be sprayed with water or soil binders twice a day or more frequently if fugitive dust is observed migrating from the site within which the paved roadway is being installed.

GEO-4 Prior to construction of each improvement, a design-level geotechnical investigation, including collection of project-specific subsurface data, if appropriate, shall be completed. The geotechnical evaluation shall identify all potential seismic hazards including fault rupture, and characterize the soil profiles, including liquefaction potential, expansive soil potential, subsidence, and landslide potential. The geotechnical investigation shall recommend site-specific design criteria to mitigate for seismic and non-seismic hazards, such as special foundations and structural setbacks, and these recommendations shall be incorporated into the design of the paved roadway.

GEO-5 Should any paleontological resources be encountered during construction of the project, earthmoving or grading activities in the immediate area of the finds shall be halted and an onsite inspection should be performed immediately by a qualified paleontologist. Responsibility for making this determination shall be with the MSWD's onsite inspector. The paleontological professional shall assess the find, determine its significance, and determine appropriate management measures within the guidelines of the California Environmental Quality Act that shall be implemented to minimize any impacts to a paleontological resource.

Hazards & Hazardous Materials

HAZ-1 All accidental spills or discharge of hazardous material during construction activities shall be reported to the Certified Unified Program Agency and shall be remediated in compliance with applicable state and local regulations regarding cleanup and disposal of the contaminant released. The contaminated waste will be collected and disposed of at an appropriately a licensed disposal or treatment facility. This measure shall be incorporated into the SWPPP prepared for the proposed project. Prior to accepting the site as remediated, the area contaminated shall be tested to verify that any residual concentrations meet the standard for future residential or public use of the site.

Hydrology & Water Quality

HYD-1 MSWD shall require that the construction contractor prepare and implement a Storm Water Pollution Prevention Plan (SWPPP) which specifies Best Management Practices (BMPs) that will prevent all construction pollutants from contacting stormwater and with the intent of keeping all products of erosion from moving offsite into receiving waters. The SWPPP shall include a Spill Prevention and Cleanup Plan that identifies the methods of containing, cleanup, transport and proper disposal of hazardous chemicals or materials released during construction activities that are compatible with applicable laws and regulations. BMPs to be implemented in the SWPPP may include but not be limited to:

- The use of silt fences;
- The use of temporary stormwater desilting or retention basins;
- The use of water bars to reduce the velocity of stormwater runoff;
- The use of wheel washers on construction equipment leaving the site;
- The washing of silt from public roads at the access point to the site to prevent the tracking of silt and other pollutants from the site onto public roads;
- The storage of excavated material shall be kept to the minimum necessary to efficiently perform the construction activities required. Excavated or stockpiled material shall not be stored in water courses or other areas subject to the flow of surface water; and
- Where feasible, stockpiled material shall be covered with waterproof material during rain events to control erosion of soil from the stockpiles.

Noise

NOI-1 All construction vehicles and fixed or mobile equipment shall be equipped with operating and maintained mufflers.

NOI-2 All employees that will be exposed to noise levels greater than 75 dB over an 8-hour period shall be provided adequate hearing protection devices to ensure no hearing damage will result from construction activities.

NOI-3 No construction activities shall occur during the hours of 5 PM through 7 AM, Monday through Saturday; at no time shall construction activities occur on Sundays or holidays, unless a declared emergency exists.

NOI-4 Equipment not in use for five minutes shall be shut off.

NOI-5 Equipment shall be maintained and operated such that loads are secured from rattling or banging.

NOI-6 Construction employees shall be trained in the proper operation and use of equipment consistent with these mitigation measures, including no unnecessary revving of equipment.

NOI-7 MSWD will require that all construction equipment be operated with mandated noise control equipment (mufflers or silencers). Enforcement will be accomplished by random field inspections by MSWD.

NOI-8 Construction staging areas shall be located as far from adjacent sensitive receptor locations as possible.

Transportation

TRAN-1 The District shall require that contractors prepare a construction traffic control plan in accordance with City and/or County requirements. Elements of the plan should include, but are not necessarily limited to, the following:

- Develop circulation and detour plans, if necessary, to minimize impacts to local street circulation. Use haul routes minimizing truck traffic on local roadways to the extent possible.
- To the extent feasible, and as needed to avoid adverse impacts on traffic flow, schedule truck trips outside of peak morning and evening commute hours.
- Install traffic control devices as specified in Caltrans' Manual of Traffic Controls for Construction and Maintenance Work Zones where needed to maintain safe driving conditions. Use flaggers and/or signage to safely direct traffic through construction work zones.
- For roadways requiring lane closures that would result in a single open lane, maintain alternate one-way traffic flow and utilize flagger-controls.

- Coordinate with facility owners or administrators of sensitive land uses such as police and fire stations, hospitals, and schools. Provide advance notification to the facility owner or operator of the timing, location, and duration of construction activities.

Tribal Cultural Resources

TCR-1 Prior to carrying out ground disturbing activities, the District shall enter into a Tribal Monitoring Services Agreement with the Agua Caliente Band of Cahuilla Indians for the project. The Tribal Monitor shall be onsite during all ground-disturbing activities (including, but not limited to, clearing, grubbing, tree and bush removal, grading, trenching, fence post placement and removal, construction excavation, excavation for all utility and irrigation lines, and landscaping phases of any kind). The Tribal Monitor shall have the authority to temporarily divert, redirect, or halt the ground-disturbing activities to allow identification, evaluation, and potential recovery of cultural resources).

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APPENDICES
Provided as Separate Individual Files