ADDENDUM

Prepared For:

City of Indio
Community
Development Dept.
Planning Division
100 Civic Center Mall
Indio, CA 92201

to the

Final Environmental Impact Report

for the # Music Festivals Plan

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March 2016

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to the
Final Environmental Impact Report
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1.0 INTRODUCTION

A. BACKGROUND

This Addendum has been prepared to analyze the potential environmental effects of the proposed modifications to the Music Festivals Plan Project ("Approved Project"), which the City of Indio ("City" approved in April 2013 following its certification of Final Environmental Impact Report (SCH. No. 2012081085) ("Final EIR") prepared by the City to evaluate the environmental effects of the Music Festivals Plan Project.

The Music Festivals Plan Project as evaluated in the Final EIR included the adoption of a Major Music Festival Ordinance (Ordinance 1628), adoption of a Development Agreement (Ordinance 1629) and the issuance of a Major Music Festival Event Permit (Resolution 9603) ("Approved Permit"). The Major Music Festival Ordinance enacted a zoning overlay over the area generally located south of Avenue 49, west of Monroe Street, north of Avenue 52 and east of Madison Street in the City of Indio ("Approved Overlay Zone") and established regulations for Major Music Festival Events as defined by the ordinance, including the requirement for issuance of a Major Music Festival Permit for these events. The Approved Permit authorizes Major Music Festival Events to be held on the current 601-acre festival site, which includes portions of the Empire and Eldorado Polo Clubs and adjacent properties ("Approved Festival Site") located within the Approved Overlay Zone.

The Approved Permit allows the Coachella Music and Arts and Stagecoach Country Music Festivals to be held annually each Spring and two additional music festival events to be held annually in Fall on the Approved Festival Site through 2030. The maximum daily All-Inclusive Attendance[1] analyzed in the Final EIR and allowed by the Approved Permit is 75,000 persons for two of these events (Lower Attendance Festivals) and 99,000 persons for the other three events (Higher Attendance Festivals) (collectively, "Approved Attendance Levels").

The Approved Festival Site includes a Performance Area and locations for Camping, Parking, and Support Areas. The Performance Area, which contains the stages for musical performances, food courts, and other areas for patrons and guests are approximately 95.5 acres in size and includes the portion of the Empire Polo Club located south of Avenue 50, west of Monroe Street, and north of Avenue 51. The configuration of the Approved Festival Site within the Approved Overlay Zone is shown on **Figure 1.0-1, Approved Music Festival Overlay Zone and Festival Site**.

1 All-Inclusive Attendance is defined as the attendance including all patrons, staff, vendors, and artists.

Pursuant to the terms of the Development Agreement, after certification of the Final EIR, assessor parcel number (APN) 767020002, located south of Avenue 50 and east of Madison Street, and APN 767060015, located north of Polo Road and west of Clinton Street, were added to the Approved Festival Site. These parcels are located within the Approved Overlay Zone, designated for use as Support Areas, and were previously analyzed in the Final EIR. The addition of these parcels, identified on **Figure 1.0-1,** increased the size of the Approved Festival Site by approximately 30 acres to the current size of 601 acres.

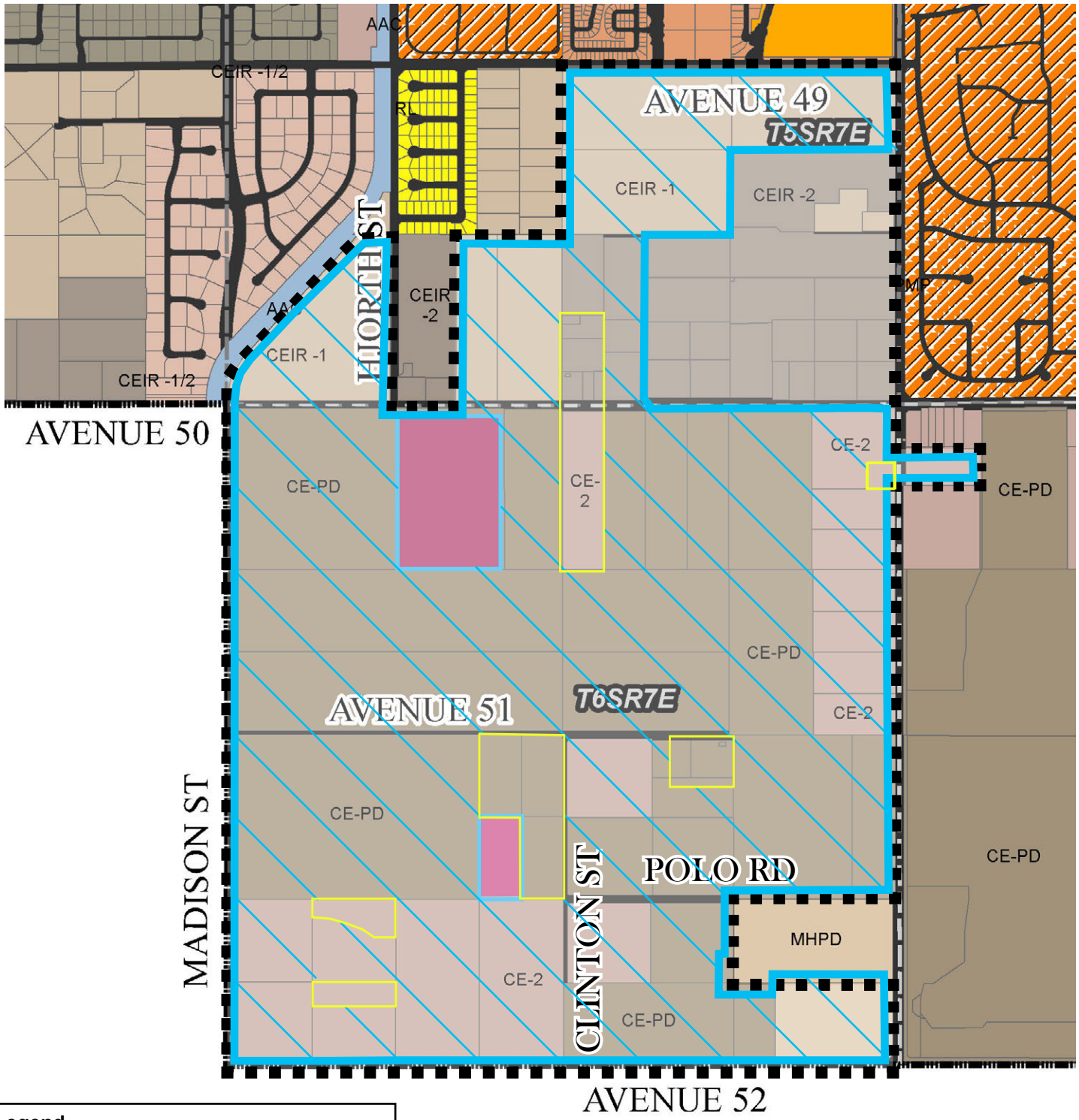
The Applicant (Coachella Music Festival, LLC/Goldenvoice, LLC) is requesting approval from the City of modifications to the Development Agreement and Major Music Festival Event Permit (the "Modified Project"). The modifications to the Approved Permit would increase the maximum permitted daily attendance for the Lower Attendance Festivals to 85,000 persons and for the Higher Attendance Festivals to 125,000 persons ("Modified Attendance Levels"). Amendment of the Approved Major Music Festival Ordinance is also being requested to allow events with a maximum daily attendance of 125,000.

The Approved Permit also would be modified to expand the 601-acre Approved Festival Site by approximately 41.8 acres to accommodate the proposed increase in attendance ("Modified Festival Site). The areas to be added include land located adjacent to the Approved Festival Site within the Approved Overlay Zone, as described further in **Section 2.0, Project Description**. The addition of approximately 22.2 acres of land located on Monroe Street and Avenue 50 is proposed, including approximately 6.5 acres located along Avenue 50 to be used for Support Uses, and 15.7 acres on Monroe Street to be used as the lot for taxis and the Uber and Lyft ridesharing services (Taxi/Uber/Lyft Area) and to provide additional Support Areas. The addition of approximately 19.6 acres located near the southern end of the Approved Festival Site on Avenue 52 and Polo Road is also proposed, including approximately 15.7 acres on Avenue 50 for use as Camping and Support Areas, and 3.9 acres located south of Polo Road for use as a Support Area. The Modified Project also would include corresponding amendments to the Development Agreement to reflect the changes to the Approved Festival Site.

B. PURPOSE OF AN ADDENDUM

The California Environmental Quality Act (CEQA) and State *CEQA Guidelines* define standards and the procedure for determining the level of additional environmental review required when an EIR has been certified or a Negative Declaration adopted for a project.[2]

2 *CEQA Guidelines*, sec. 15162–15164.



SOURCE: City of Indio, Official Zoning Map - 2009

FIGURE **1.0-1**

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Approved Music Festival Overlay Zone and Festival Site

028-004-15

An Addendum to a certified EIR is appropriate where the lead agency has determined that none of the conditions described in CEQA Guidelines Section 15162 that call for the preparation of a subsequent EIR or negative declaration have occurred. This means that changes to the project, changed circumstances, or new information would not result in the identification of new significant impacts or a substantial increase in the severity of impacts identified in the certified EIR.

Public review of an Addendum is not required by CEQA. Instead, the information in an Addendum is to be considered with the certified EIR prior to a decision being made on actions proposed.

This Addendum provides:

1. Updated information for the Modified Project to determine if the existing environmental conditions within the Approved Overlay Area and Festival Site have substantially changed.

2. An analysis of the potential environmental effects of the Modified Project as compared to the environmental effects of the Approved Project as analyzed in the Final EIR.

An Addendum is the appropriate document to update the information in the Final EIR for the following reasons:

1. No substantial changes are proposed to the Approved Project that will require major revisions of the Final EIR because the Modified Project will not result in new significant impacts or any substantial increase in the severity of previously identified significant impacts.

2. No substantial changes in circumstances under which the Modified Project will be undertaken have been identified that will require major revisions of the Final EIR, as there are no new significant environmental effects or any substantial increase in the severity of previously identified effects.

3. No new information of substantial importance has been discovered that was not known and could not have been known with the exercise of reasonable diligence at the time the Final EIR was prepared. Specifically, a review of the current existing conditions and the Modified Project demonstrates the following:

    a. The Modified Project will not have one or more significant effects not discussed in the Final EIR.

    b. Significant effects previously examined will not be substantially more severe under the Modified Project than shown in the Final EIR.

    c. No new mitigation measures or alternatives have been found to be feasible that would reduce one or more significant effects of the Approved Project.

d. No new mitigation measures or alternatives, considerably different from those analyzed in the Final EIR, have been identified that the Modified Project proponents decline to adopt.

Section 3.0 of this Addendum includes updated information regarding existing conditions on and around the Festival Site and analysis of the potential environmental effects of the Modified Project, including the changes to the Festival Site, changes to use of areas within the Festival Site, and the increase in attendance. As described in this Addendum, there have been no substantial changes to the existing environmental conditions within and around the Festival Site that result in changes to the environmental impacts of the Music Festivals Plan Project, including changes to biological resources. The updated technical analysis for the air quality, greenhouse gas, noise and traffic impact categories concludes that the proposed modifications to the Project will not result in any new or substantially more severe impacts than were identified in the Final EIR. The proposed modifications are also consistent with applicable City of Indio land use plans and regulations. The updated analysis in this Addendum also demonstrates that the modifications will not result in additional impacts related to the provision of fire protection, emergency medical, and police services. As described in **Section 4.0** of this Addendum, the impacts determined to be less than significant in the Final EIR will remain less than significant with the proposed modifications. As no new or substantially more severe significant impacts are identified, no new mitigation measures or alternatives are required and no new feasible mitigation measures or alternatives considerably different from those analyzed in the Final EIR have been identified. Implementation of the mitigation measures identified in the Final EIR and adopted for the Project will effectively mitigate the impacts of the Modified Project.

2.0 PROJECT DESCRIPTION

This section describes the characteristics of the proposed modifications to the Approved Music Festivals Plan Project ("Modified Project") evaluated in this Addendum.

A. PROJECT LOCATION

The Coachella Valley is a broad, low elevation, northwest-southeast trending valley comprising the westernmost limits of the Sonoran Desert. It is located in the eastern portion of Riverside County between 100 to 140 miles east of Los Angeles.

The City of Indio encompasses approximately 33 square miles located in the Coachella Valley, approximately 120 miles directly east of Los Angeles and 15 miles east of Palm Springs, as shown in **Figure 2.0-1, Regional Location**. Adjacent jurisdictions include the City of La Quinta to the west and south, Riverside County to the north, west, and south, and the City of Coachella to the east.

The Approved Overlay Zone and Festival Site are located in the southwest corner of the City south of Avenue 49, west of Monroe Street, north of Avenue 52 and east of Madison Street. Regional access to this portion of the City of Indio is provided from the I-10 Freeway by the Jefferson Street/Indio Boulevard and Monroe Street interchanges.

The location and proposed boundaries of the 642.8-acre Modified Festival Site in relation to surrounding areas is shown on **Figure 2.0-2, Modified Festival Site Location**.

B. MODIFIED PROJECT CHARACTERISTICS

The Major Music Festival Ordinance, adopted by resolution by the City of Indio on April 17, 2013 (Ordinance 1628), regulates Major Music Festival Events. A Major Music Festival Event, as defined in the Ordinance, is an event including up to three days of musical performances; up to 99,000 people; occurring on a site that encompasses at least 500 acres of land designated Country Estates in the Indio General Plan and located within the Major Music Festival Event Overlay Zone; and providing for ancillary uses, if any, to support the Major Music Festival Event. The Approved Project meets the required criteria identified in the Ordinance and has a maximum daily attendance of 99,000 people.

This Modified Project would include modifications to the (1) Major Music Festival Event Ordinance; (2) Approved Music Festival Permit; and (3) Approved Development Agreement as described on the following pages.[3]

1. Modified Major Music Festival Event Ordinance

The Modified Project would amend the definition of a Major Music Festival Event in the Major Music Festival Event Ordinance to include events with a maximum daily attendance of up to 125,000 people.

No other modifications are proposed. The Ordinance would continue to limit the number of Major Music Festival Events permitted in the Approved Overlay Zone to five events annually with no more than 3 days of performances for each event, and with no more than three of these events allowed in any month. Approval of a Major Music Festival Event Permit, with a maximum term of 20 years would continue to be required by this Ordinance.

2. Modified Major Music Festival Event Permit

Under the Modified Project, the maximum daily All-Inclusive Attendance[4] for the Festivals permitted under the Major Music Festival Event Permit would be increased ("Modified Attendance Levels") to 85,000 persons for two of these events ("Modified Lower Attendance Festivals") and 125,000 persons for the other three events ("Modified Higher Attendance Festivals"). The applicant currently anticipates continuing to hold the Coachella Music and Arts Festival, or a similar festival, on two consecutive weekends in Spring and the Stagecoach Country Music Festival, or a similar festival, on the following weekend. Other changes to the Approved Permit are described below.

Festival Site

Figure 2.0-3, Approved Festival Site, shows the current plan, and **Figure 2.0-4, Modified Festival Site**, presents the proposed plan. **Figure 2.0-4** identifies the areas proposed for addition to the Approved Festival Site and the location and configuration of the Performance, Camping, Parking and Support Areas. As shown, General Admission Parking Areas would be located at the northern edge of the Modified Festival Site along Avenue 49 and Avenue 50 and in the southern portion of the site on Avenue 52 and Madison Street.

3 The Major Music Festival Events would continue to be subject to that certain Reimbursement Agreement between the Applicants and the City dated April 3, 2013, which is a requirement of the Major Music Festival Event Permit. The requirements of the Reimbursement Agreement are scalable; however, to ensure that City deployment and staffing levels would be provided commensurate with the increase in attendance, an amendment corresponding to the Amended Permit is being requested, such that the agreement can continue to govern the Applicants' reimbursement obligations for the Amended Permit.

4 All-Inclusive Attendance is defined as the daily attendance including all patrons, staff, vendors, and artists.

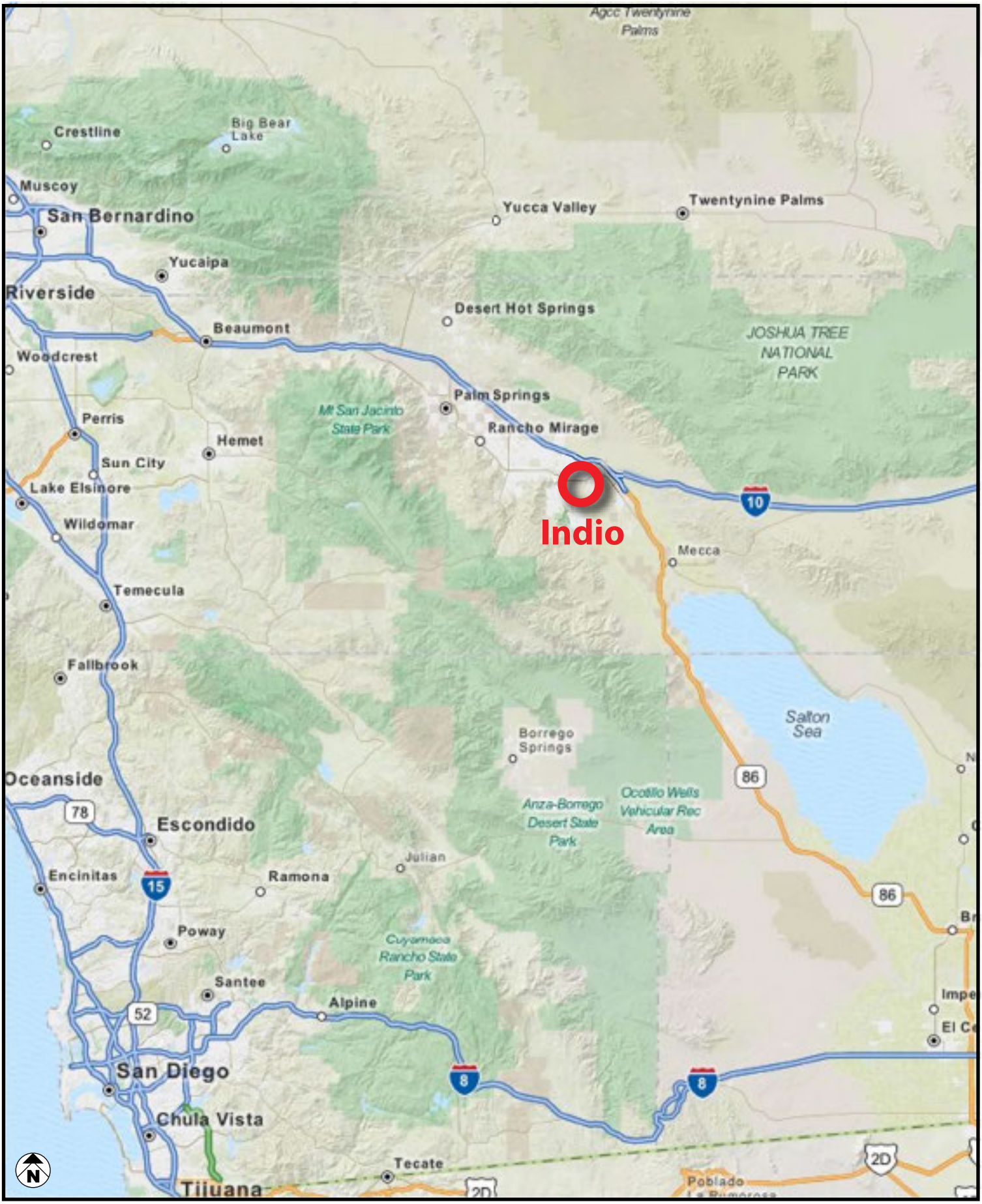

FIGURE **2.0-1**

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Regional Location

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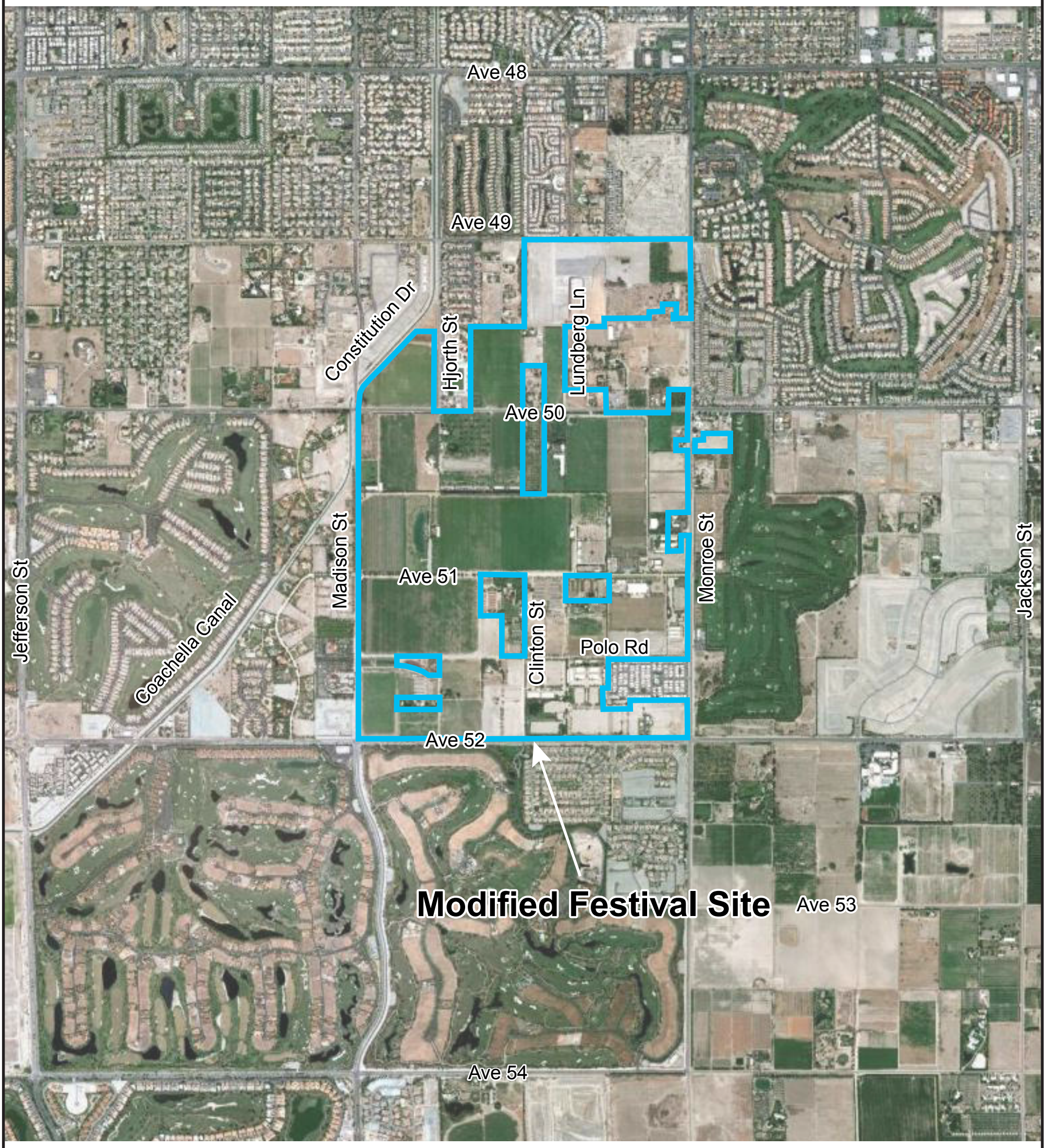

SOURCE: Google Earth - 2016

FIGURE **2.0-2**

Meridian Consultants

Modified Festival Site Location

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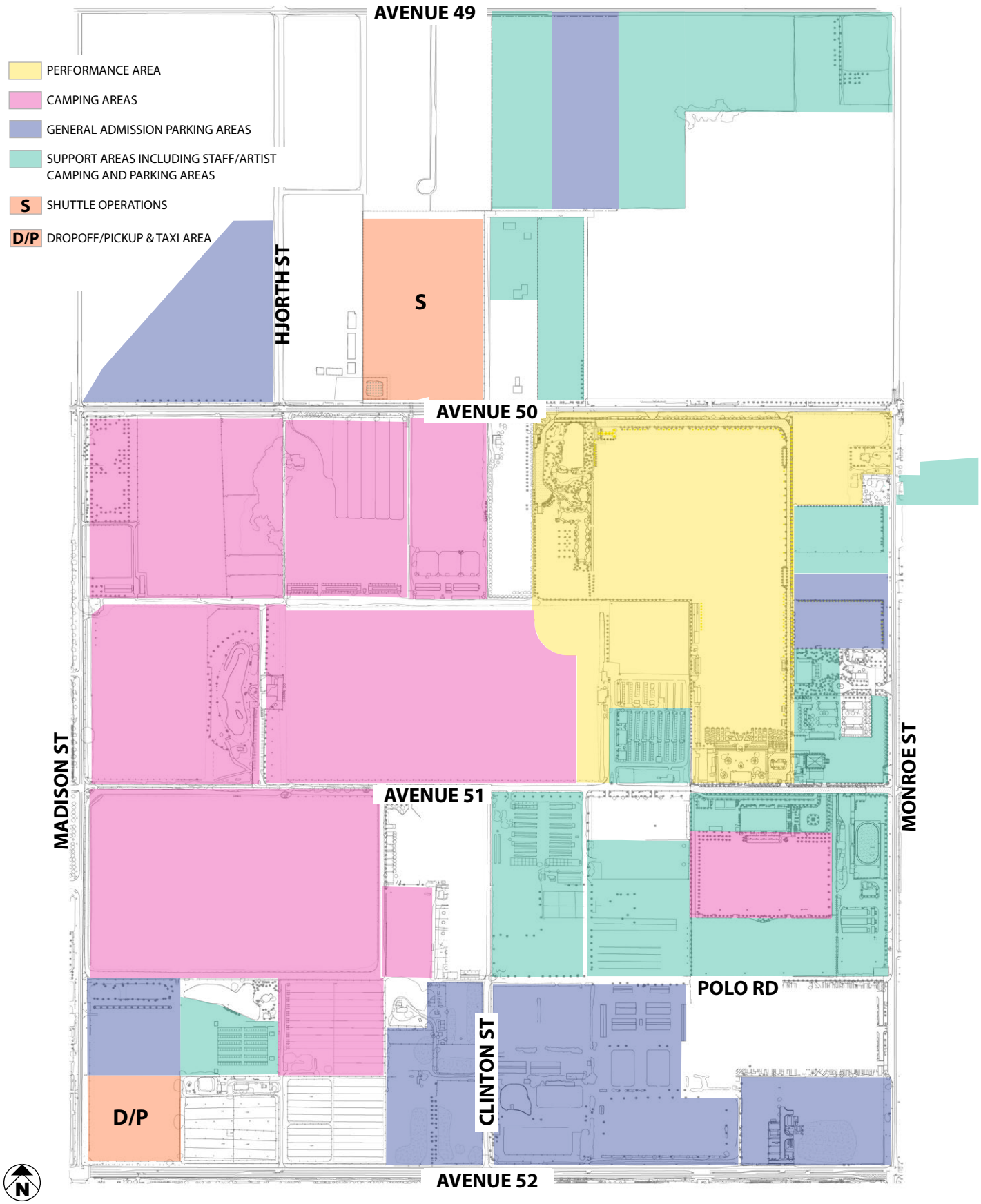

SOURCE: Coachella Music Festival, LLC / Goldenvoice, LLC

FIGURE **2.0-3**

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Approved Festival Site

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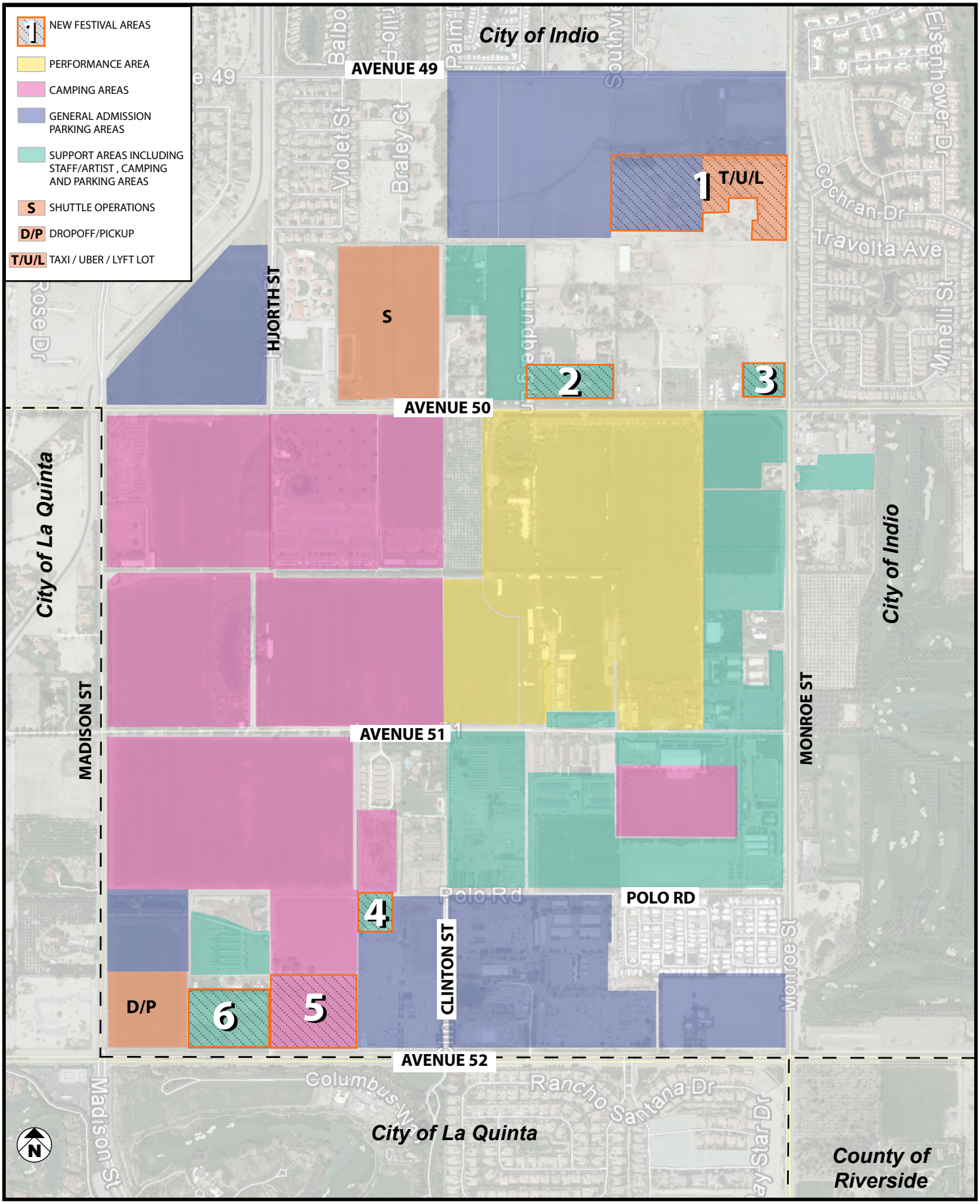


SOURCE: Coachella Music Festival, LLC / Goldenvoice, LLC - 2016

FIGURE **2.0-4**

Meridian Consultants

Modified Festival Site

028-004-15

Camping Areas for patrons would continue to be primarily located on the western portion of the site along Madison Avenue between Avenue 50 and Avenue 52, on the grounds of the Eldorado and Empire Polo Clubs, as illustrated on **Figure 2.0-3**. An additional Camping Area would be located in the southwestern portion of the site between Polo Road, Monroe Street, and Avenue 51.

Also shown on this figure is the location of the Shuttle Operations lot on the northwest corner of Avenue 50 and Hjorth Street; the Dropoff/Pickup Area on the northeast corner of Avenue 52 and Madison Street; and the lot on Monroe Street north of Avenue 50 used by taxis and the Uber and Lyft ridesharing services.

The remainder of the Modified Festival Site would contain Support Areas used for staging, storage, parking, and camping for event staff and artists.

The areas being added to the approved 601-acre Approved Festival Site include approximately 41.8 acres located adjacent to the Approved Festival Site within the Approved Overlay Area. These areas, identified in **Table 2.0-1, Proposed Additions to Festival Site**, and as shown on **Figure 2.0-4**, would be used for Support Areas, General Admission Parking Areas, and for the Taxis/Uber/Lyft Area.

Table 2.0-1
Proposed Additions to Festival Site

Parcel	APN	Proposed Festival Use	Acreage
New Festival Site Areas			
1	616290010	General Admission Parking	8.8
2	616300031/616300032	Support Areas	4.6
3	616300041	Support Areas	1.9
4	767060029	Support Areas	3.9
5	767060028	Camping Area	8.8
6	767060026	Support Areas	6.9
T/U/L	616290010/616290008	Taxi/Uber/Lyft Area	6.9
		Total—New Festival Areas	41.8

The areas proposed for addition to the site include approximately 22.2 acres of land located on Monroe Street and Avenue 50, including approximately 6.5 acres located along Avenue 50 to be used for Support Uses, and 15.7 acres on Monroe Street to be used for Taxi/Uber/Lyft operations and to provide additional Support Areas.

Approximately 19.6 acres located near the southern end of the Festival Site located along Avenue 52 and on Polo Road area also are proposed for addition to the Festival Site, including approximately 15.7 acres

on Avenue 52 proposed for use as Camping and Support Areas and 3.9 acres located south of Polo Road proposed for use as a Support Area.

The addition of this land to the Approved Festival Site allows for the changes to the use of certain portions of the Approved Festival Site to expand the Performance Area, and provide additional Camping, Parking and Support Areas to accommodate the proposed increase in attendance**.** As identified in **Table 2.0-2, Existing Areas Converted to New Uses**, and shown in **Figure 2.0-5, Existing Areas Converted to New Uses**, the use of approximately 98 acres of land currently part of the Approved Festival Site would be changed.

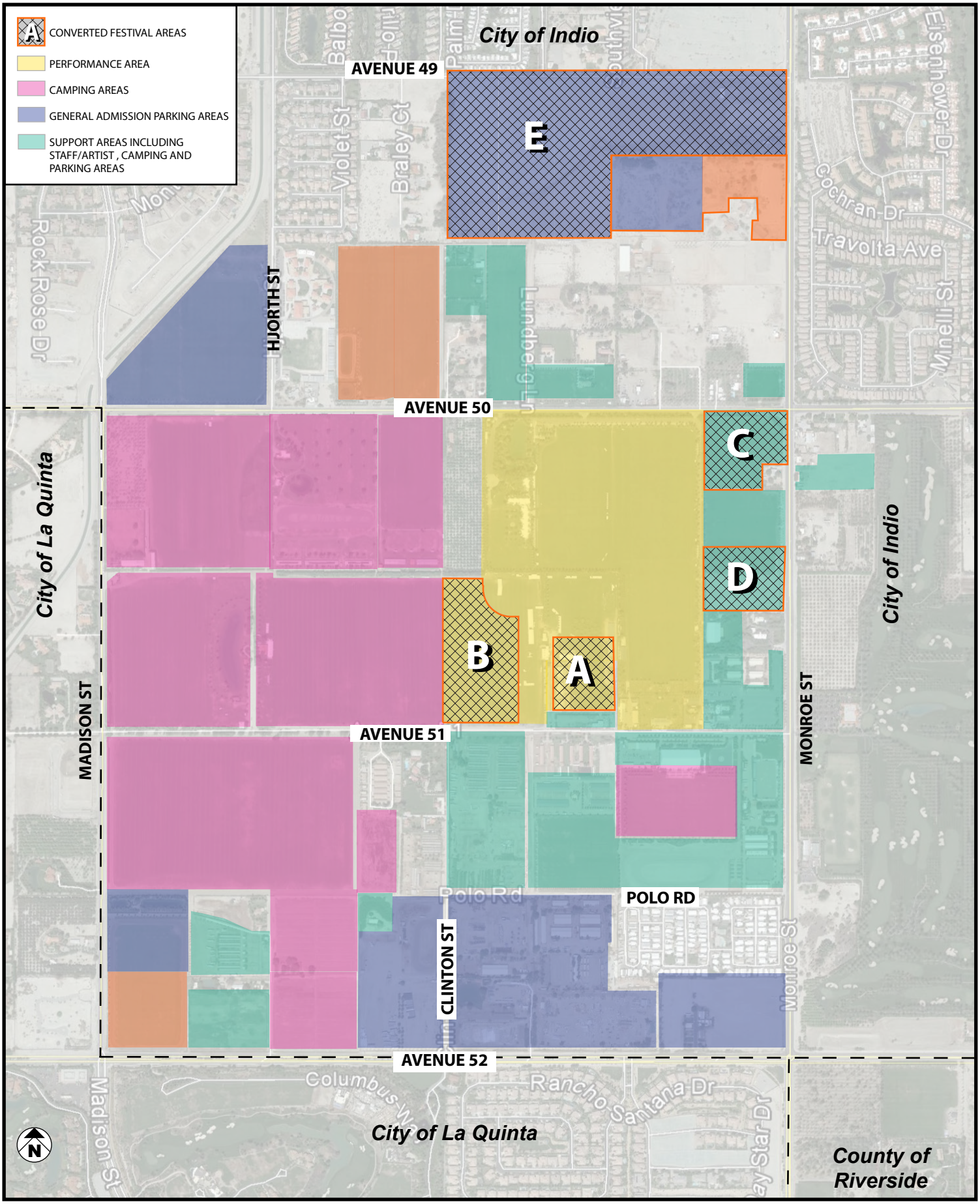
As shown on **Figure 2.0-5**, Areas A and B, approximately 19.1 acres located north of Avenue 51 in the central portion of the site, currently used for Camping and Support uses, would be added to the Performance Area. Area C, 8.1 acres located on the corner of Monroe Street and Avenue 50, currently part of the Performance Area, would be converted to use as a Support Area. Area D, 8.2 acres located on Monroe Street and currently used as a Parking Area would be converted for use as a Support Area. Approximately 62.6 acres located south of Avenue 49, currently used for General Admission Parking Area and Support Uses (primarily for parking by festival staff) would be used solely as a General Admission Parking Area.

Table 2.0-2
Existing Areas Converted to New Uses

Parcel/Existing Use	APN	Proposed Festival Use	Acreage
Area A: Support Area	767050016	Performance Area	4.8
Area B: Camping Areas	767050001/ 767050016	Performance Area	14.3
Area C: Performance Area	767040016/767040013	Support Area	8.1
Area D: General Admission Parking Area	767050012/ 767040015	Support Area	8.2
Area E: Support Areas and General Admission Parking Areas	616290003/616290001/ 616290011	General Admission Parking Areas	62.6
		Total	98.0

For the Modified Higher Attendance Festivals, the Parking Areas shown on Figure 2.0-3 would provide parking for up to approximately 14,320 vehicles in the General Admission Parking Areas, 5,810 vehicles for staff and artists in the Support Areas, and 1,700 vehicles associated with a camping site in the Camping Areas. The Modified Festival Site would also accommodate up to approximately 1,010 tents and 14,320 Car Camping vehicles[5] in the Camping Areas for these events. Camping options for the Higher Attendance Festivals do not include recreational vehicles.

5 Car camping vehicles include passenger cars, trucks, and vans. RVs, trailers, and commercial trucks are not permitted.



SOURCE: Coachella Music Festival, LLC / Goldenvoice, LLC - 2016

FIGURE **2.0-5**

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Existing Areas Converted to New Uses

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For the Modified Lower Attendance Festivals, the Modified Festival Site would provide parking for approximately 12,970 vehicles in the General Admission Parking Areas, 5,820 vehicles for staff and artists in the Support Areas, and 2,825 vehicles associated with a camping site. The Modified Festival Site could also accommodate up to approximately 3,000 recreational vehicles, 424 tents, and 848 Car Camping vehicles in the Camping Areas for these events.

Performance Area

As part of the modification to the Approved Permit, the Performance Area would be expanded to the south and west toward the interior of the Modified Festival Site for both the Modified Higher Attendance Level and Modified Lower Attendance Level, as shown in **Figure 2.0-6, Conceptual Modified Higher Attendance Performance Area Layout**, and **Figure 2.0-7, Conceptual Modified Lower Attendance Performance Area Layout.** The Approved Performance Area is approximately 95.5 acres in size. The Performance Area would be expanded by converting and adding approximately 19.4 acres of area currently used as Support and General Admission Parking Areas on the southern and western edges of the Approved Performance Area. The Modified Project would also convert 8.1 acres of the Approved Performance Area located on the corner of Avenue 50 and Monroe Street to a Support Area (Converted Area C on **Figure 2.0-3**). The Performance Area would increase to 106.8 acres in size with the addition of 19.4 acres on the south and west and the removal of the 8.12 acres on the corner of Monroe Street and Avenue 50.

For the Higher Attendance Festivals, the Terrace area, located in the southwestern portion of the Performance Area, would be expanded to include an additional performance stage, as shown in **Figure 2.0-6, Conceptual Modified Higher Attendance Performance Area Layout.** The Performance Area would include the five performance stages included in the Approved Performance Area Layout, which include the Main Stage, the Outdoor Stage, and three smaller stages located in tent structures (the Gobi, Mojave, and Sahara Stages), as well as the new stage in the southwest corner of the expanded Performance Area. This new stage would be similar in size and configuration, including the configuration of the speaker system, to the Outdoor Stage in the current plan.

As illustrated in **Figure 2.0-7**, **Conceptual Modified Lower Attendance Performance Area Layout,** the Performance Area for these events would include the three performance stages included in the Approved Performance Area Layout, which include the Main Stage, and two smaller stages located in tent structures, the Mustang and Palomino Stages, and the new stage.

Festival Operation Plans

The Modified Permit would continue to require Operations Plans to be submitted annually to the City for review and approval prior to the commencement of Modified Festival Events. These plans would provide general information to the City on how Modified Festivals would be conducted. The specific content of each Operation Plan may evolve over time to provide flexibility in the planning of Modified Festivals, allow for improvements to operations, and reflect changing technology. The Operations Plans for the Modified Festivals would be similar to those prepared for the Approved Project and will be prepared and provided by the Festival Operator to the City would include the following:

- Private Security Plan
- Private Emergency Medical Services Plan
- Transportation Management Plan
- Camping Plan
- Waste Management Plan; and
- Neighborhood Resident Communication Plan.

In addition to these Operations Plans prepared by the Festival Operator, the Fire and Police Departments prepare the following Operations Plans for public safety services, with appropriate input from the Festival Operator, provided by the City:

- Police Department Operations Plan
- Fire Department Incident Plan; and
- Emergency Plan.

Modified Project Operational Characteristics

The timing of site preparation would be similar to the Approved Project, beginning approximately two weeks before the first Modified Festival in Spring and Fall. The Modified Festival schedule would be similar to the Approved Project schedule typically held over a three-day period including a Friday, Saturday, and Sunday. Camping Areas would open on Thursday morning before each event as early as 8:00 AM and close at 12:00 noon the following Monday.

NOT TO SCALE

SOURCE: Coachella Music Festival, LLC / Goldenvoice, LLC.

FIGURE **2.0-6**

Conceptual Modified Higher Attendance Performance Area Layout

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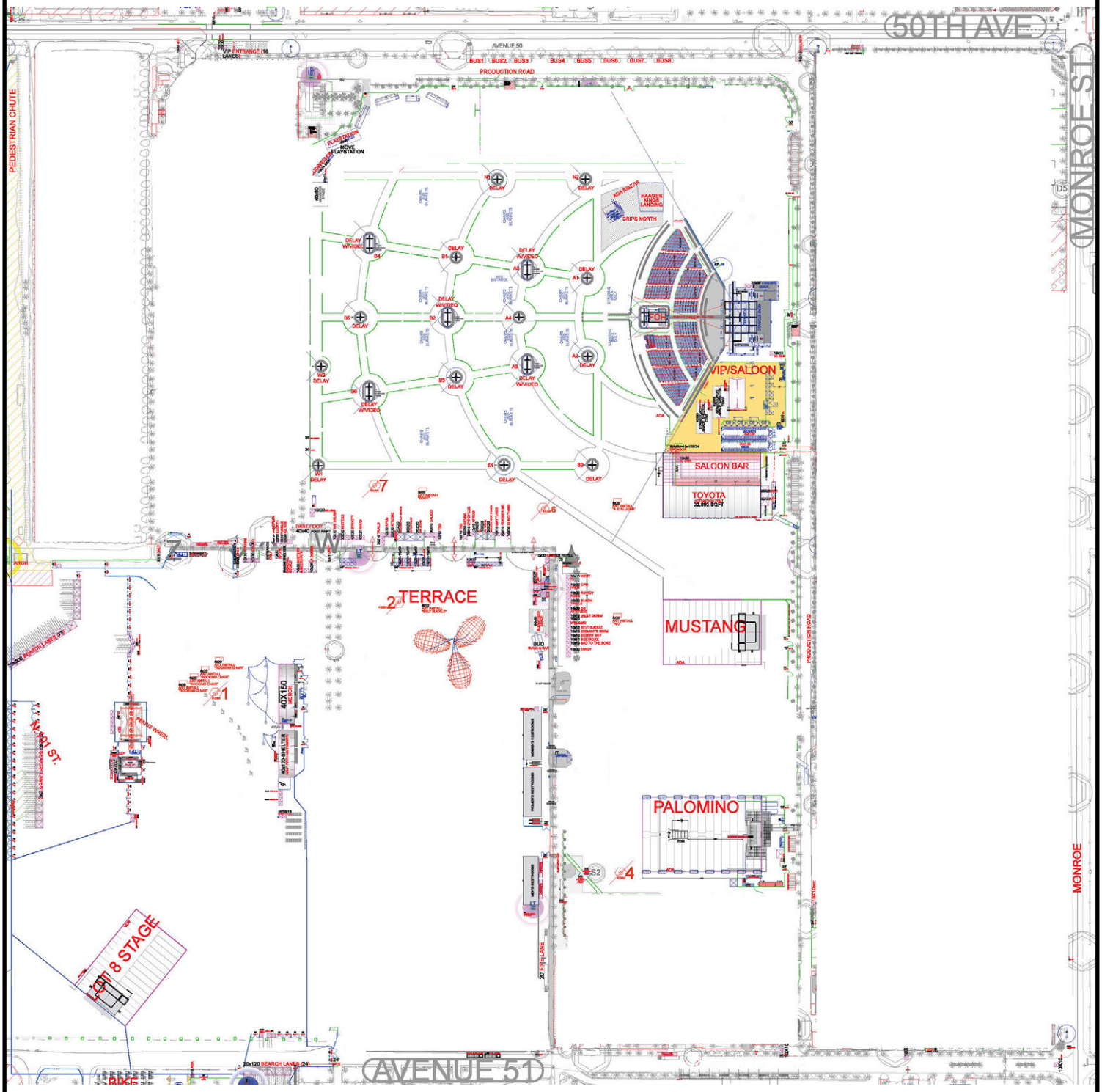


NOT TO SCALE

SOURCE: Coachella Music Festival, LLC / Goldenvoice, LLC.

FIGURE **2.0-7**

Meridian Consultants

Conceptual Modified Lower Attendance Performance Area Layout

028-004-15

On each of these days, the general admission parking lots would open at 9:00 AM and the gates to the Performance Area would open at 11:00 AM. No musical performances would begin before 11:00 AM. For the Festivals held in Spring, all musical performances on Friday would be completed by 1:00 AM on Saturday, all musical performances on Saturday would be completed by 1:00 AM on Sunday, and all musical performances on Sunday would be completed by 12:00 midnight on Sunday during the Higher Attendance Festivals. All musical performances would be completed by 12:00 midnight during the Lower Attendance Festivals. For Festivals in Fall, all musical performances on Friday would be completed by 1:00 AM on Saturday, all musical performances on Saturday would be completed by 1:00 AM on Sunday, and all musical performances on Sunday would be completed by 12:00 midnight on Sunday.

The Modified Project would also revise Festival Plan Feature AQ-2 to provide transportation of a minimum of 28,000 people per day during a Higher Attendance Festivals, approximately 3,000 additional persons per day, as needed to meet the demand for shuttle service generated by the increase in attendance. In addition, the Modified Project would revise Festival Plan Feature NOISE-2, which restricts sound checks from occurring before 10:00 AM on any day before and during each Festival. The proposed revision would allow sound checks to occur on or after 8:00 AM, approximately, during each Festival on Friday, Saturday, and Sunday to provide sufficient time for artists to prepare for performances. Because the gates open to the public at 11:00 AM, only 1 hour is available between 10:00 and 11:00 AM for sound checks, which does not provide enough time for sound checks. Sound checks would still be restricted to 10:00 AM or later on days before the Festival Event. Because the public is not on the site on these days, there is sufficient time available after 10:00 AM for sound checks. Revision of Festival Plan Feature FPF TR-3 is also proposed to move taxi operations from the corner of Avenue 52 and Madison Street to Avenue the Taxi/Uber/Lyft Area on Monroe Street between Avenue 49 and Avenue 50.

Break down and cleanup of the Festival Site would start on Monday following the last day of the events in Spring and Fall. The majority of all temporary structures, fencing, and signage would be removed from the Festival Site and other locations over an approximate five-day period after the last day of the events.

3. Modified Development Agreement

The Approved Development Agreement identifies the Approved Festival Site. The Development Agreement would be amended to include the 41.8 acres of additional land within the Approved Overlay Zone proposed to be added to the Approved Festival Site.

3.1 AIR QUALITY AND GREENHOUSE GASES

A. AIR QUALITY

1. Thresholds

As identified in the Final EIR, the City determined air quality impacts to be significant if the project would:

a) Conflict with or obstruct implementation of the applicable air quality plan; or

b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation; or

c) Result in a cumulatively considerable net increase of any criteria pollutant which is identified as nonattainment for the regions under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors); or

d) Expose sensitive receptors to substantial pollutant concentrations.

2. Summary of Findings in Final EIR

A Technical Study prepared in November 2012 analyzed air quality impacts that would be generated by the Approved Project on both regional and localized scales. The Approved Project consists of three Higher Attendance Festivals (attendance capacity 99,000 persons) and two Lower Attendance Festivals (attendance capacity 75,000 persons) to be held at the Approved Festival Site on an annual basis. The Final EIR presented analyses of maximum daily and localized emissions of criteria air pollutants (CAPs) and volatile organic compounds (VOCs) as ozone precursors associated with the Approved Project. The analyses were prepared in the context of addressing the thresholds stated above and utilized methodologies recommended by the South Coast Air Quality Management District (SCAQMD) within whose jurisdiction the Approved Project is located.

a) Conflict with or obstruct implementation of the applicable air quality plan

Emissions of CAPs and ozone precursors from the Approved Project were evaluated against the following: cause or contribute to an increase in the frequency or severity of existing air quality violations; cause or contribute to new air quality violations; delay timely attainment of air quality standards or the interim emission reductions specified in the air quality management plan (AQMP); or exceed the assumptions utilized in preparing the AQMP. The Approved Project emissions exceeded the local significance thresholds for fine particulate matter (PM10) and ultra-fine particulate matter (PM2.5) prior to mitigation. Compliance with mitigation measure **MM AQ-1** required that all generators and heavy equipment used consist of interim Tier 4 diesel equipment. Interim Tier 4 equipment was available in 2012 and included

particulate traps that reduce particulate emissions by 85 percent. Compliance with **MM AQ-2** required that all generators used be limited to operating to a maximum of 16 hours per day. Mitigation Measure AQ-1 and MM AQ-2 lowered Nitrogen dioxide (NO2) emissions to 221.4 micrograms per cubic meter (ug/m^3) below the 339 ug/m^3 threshold; lowered PM10 emissions to 10.2 ug/m^3 below the 10.4 ug/m^3 threshold; and lowered PM2.5 emissions to 9.4 ug/m^3 below the 10.4 ug/m^3 threshold. Impacts on local air quality around the site were mitigated to a less than significant level with implementation of mitigation measure **MM AQ-1** and **MM AQ-2.** Each Festival Plan Feature (FPF) and MM was devised to incrementally reduce emissions of CAPs and VOCs and reflect Best Available Control Technology (BACT) practices in accordance with SCAQMD regulation. The Approved Project was determined to be consistent with the objectives of the AQMP through incorporation of these FPFs and MMs.

b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation

Emissions from the Approved Project during the Higher Attendance Festival scenario were quantified in the Final EIR on both regional and local scales using methodologies recommended by the US Environmental Protection Agency (USEPA) and the SCAQMD. Due to the short duration of each of the Modified Higher and Lower Attendance Festivals and the variability of emissions sources during each event, localized emissions were quantified and modeled separately for the Setup and Breakdown days (Thursday/Monday) and the Performance days (Friday/Saturday/Sunday).

The toxic air contaminants (TAC) and odor thresholds are not applicable to the Approved Project, as discussed in the Final EIR because the portable sanitation facilities used during each festival are maintained on a daily basis throughout each event. The mass daily thresholds are designed to prevent the occurrence of ambient air concentrations exceeding the Ambient Air Quality Standards (AAQS). If a project's maximum daily emissions do not exceed the values, it is assumed that the Project will not cause an air quality violation or contribute to an existing violation and impacts will be less than significant.

Estimates of maximum daily emissions during the Higher Attendance Festival scenario were prepared incorporating the FPFs and MMs. The emission values represent the maximum single-day emission rate during the course of the five-day festival. Maximum daily emissions estimated in the Final EIR were 2,160.1 pounds per day (lbs/day) of nitrous oxides (NOx), 332.3 lbs/day of volatile organic compounds (VOC), 41.0 lbs/day of PM10, 37.6 lbs/day of PM2.5, and 6,949.3 lbs/day of carbon monoxide (CO). The highest level of emissions estimated for a single day would exceed the regional mass daily thresholds for NOx (55 lbs/day), VOC (55 lbs/day), and CO (550 lbs/day) and resulted in significant air quality impacts for NOx, VOC, and CO after mitigation.

As identified in the Final EIR, the localized significance threshold (LST) analysis for the Approved Project in the Final EIR determined that NOx and PM emissions would exceed the screening threshold values for on-site emissions. The Final EIR included air dispersion modeling of on-site NOx and PM emissions from the Approved Project due to the expansive size of the Approved Festival Site. As previously discussed, emissions of NOx and PM would not generate concentrations of NO2, PM10, or PM2.5 exceeding applicable thresholds in the vicinity of the Approved Festival Site. Localized air quality impacts associated with NOx and PM would be less than significant with implementation of the identified FPFs and MMs.

The maximum CO impacts estimated at the identified intersections determined that no intersection either without or with the Approved Project traffic would result in a CO hot spot, and therefore, the CO ambient air quality standards are not exceeded at any intersection. Impacts were determined to be less than significant.

Regional maximum daily emissions of NOx, VOC, and CO remained above the applicable mass daily thresholds. It should be noted that the daily emissions thresholds assume that a project will be operating 365 days a year and would, therefore, be creating a new permanent source of annual air emissions. The SCAQMD CEQA Handbook states that the highest estimate of daily emissions should be considered for the purposes of assessing the significance of regional mass air emissions that would be generated by a project. The Approved Project consists of a temporary use that would not operate on a daily basis year round, but instead would only operate on up to five weekends annually for the term of the Approved Permit. The SCAQMD has not developed any thresholds for temporary uses, such as this Project, and for that reason, the daily significance thresholds identified previously are used for the purposes of determining the significance of the impacts of the Approved Project, even though the Approved Project would not generate these emissions daily on a year round basis.

c) Result in a cumulatively considerable net increase of any criteria pollutant which is identified as nonattainment for the regions under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)

As discussed in the Final EIR, the thresholds utilized to address cumulative impacts on regional air quality within the Salton Sea Air Basin (Air Basin) were based on the 10 tons per year definition used to identify a major source in the Air Basin. Emissions of PM10 and PM2.5 from the Approved Project would not exceed applicable mass daily thresholds. Additionally, the emission sources would be temporary, only be present for a maximum of 25 days per year, and would not represent continuous sources of emissions throughout the year. Emissions of PM10 and PM2.5 were not cumulatively considerable and cumulatively considerable impacts were determined to be less than significant.

d) Expose sensitive receptors to substantial pollutant concentrations

Those who are sensitive to air pollution include children, the elderly, and persons with preexisting respiratory or cardiovascular illness. As discussed above, the Approved Project emissions exceeded the LST thresholds and air dispersion modeling was completed to further evaluate the significance of potential impacts at the nearest sensitive receptors to the Approved Festival Site. Based on the modeling results in the Final EIR, sensitive receptors in the vicinity of the Approved Festival Site and residing near intersections that would experience increased traffic volumes would not be exposed to substantial pollutant concentrations of NO2, PM, or CO. Impacts were determined to be less than significant.

There would be several sources of diesel particulate matter (DPM), a toxic air contaminant, on the Approved Festival Site during Festival events. However, the emissions persist for only a few days out of the year, so the annual average concentrations were very low. DPM has no documented acute affects - only chronic long-term effects. Since the duration of the Approved Project was only 25 days spread out over a year, DPM were emitted only on those days. DPM emissions from the Approved Project during the rest of the year were determined to be zero. The annual average was calculated as the average of 350 days with zero and 25 days of the Approved Project emissions, which was less than the cancer risk threshold. In consultation with the SCAQMD, it was determined that no health risk assessment was required.[1] The Final EIR concluded that impacts were less than significant pertaining to exposure to substantial pollutant concentrations.

Festival Plan Features Identified for the Final EIR

The following features were incorporated into the Approved Project to avoid or reduce air quality impacts.

FPF AQ-1 Dust control measures will be implemented by the Festival Operator in all unpaved parking areas to the satisfaction of the Public Works Director and in full compliance with applicable SCAQMD standards.

- Contractor will pre-water all unpaved parking areas prior to the use of these areas each day.
- Water will be applied continuously to all unpaved parking areas during each day by means of water trucks as follows: water will be applied to maintain visible moisture on the soil surface and a minimum of one (1) two thousand (2,000) gallon water truck will be required to treat each 4 acres of parking area per hour.

1 Electronic communication between Ian McMillian, South Coast Air Quality Management District and Elliot Mulberg on October 10, 2012.

- Visible moisture will be visible on all unpaved parking areas at all times these areas are in use.
- Following the conclusion of the Major Music Festivals, if necessary for dust control, contractor will re-vegetate or chemically stabilize all unpaved venue parking areas. If a chemical stabilizing dust suppressant is used in lieu of re-vegetation, it will be applied in concentrations consistent with the suppressant manufacturer's specification.

FPF AQ-2 The Festival Operator will develop and implement a Shuttle Plan providing for the transportation of a minimum of 25,000 people per day during a Higher Attendance Festival as needed to meet the demand for this service, and a minimum of 20,000 people per day during a Lower Attendance Festival as needed to meet the demand for this service. Shuttle transportation shall be at the Festival Operator's expense and will be to and from hotels and off-site parking areas to the Future Festival Site via mutually agreed locations and routes. The Shuttle Plan will identify the shuttle routes, operation schedules for shuttle service, and overall plan capacity, to be provided during each Major Music Festival Event.

FPF AQ-3 The Festival Operator will allow camping on site to reduce the number of trips to and from the Future Festival Site.

FPF AQ-4 The Festival Operator will limit cooking to vendors and within designated Camping Areas.

FPF AQ-5 The Festival Operator will continue to provide incentives for patrons traveling to Future Festivals to participate in carpools, similar to the types of incentives currently provided to encourage carpools for travel to the Coachella Festival.

- A carpool incentive program, known as "Carpoolchella," has been in place since 2007 for the Coachella Festival. Under this existing program, any vehicle with 4 or more passengers is eligible to win prizes including VIP tickets for life, all access and VIP wristbands, Coachella merchandise and other prizes. Any vehicle displaying "Carpoolchella" on their vehicle is eligible.
- The Coachella website will also promote carpools through the Zimride service by providing a link to the Zimride website, or similar service and website. Zimride is a social rideshare community that allows travelers to easily find other drivers or passengers who are traveling along the same route. The Zimride website has a Coachella webpage where drivers can post available rides from any location.

FPF AQ-6 Emergency standby generators will be tested before they arrive on site or on days when there are no other diesel emissions from heavy equipment or other generators such as on Tuesday or Wednesday prior to the first Major Music Festival Event.

FPF AQ-7 Diesel generators will use a blend of 30 percent biodiesel to reduce particle emissions.

Mitigation Measures Identified for Final EIR

MM AQ-1 All generators and heavy equipment must meet Interim Tier 4 engine standards or better.

MM AQ-2 All generators shall be limited to operating to a maximum of 16 hours per day during each future festival.

5. Existing Conditions

The Approved Project lies within the jurisdiction of the SCAQMD. The SCAQMD is responsible for controlling emissions primarily from stationary sources, but has also promulgated guidance methodologies for reducing project-related emissions from mobile sources. The SCAQMD maintains air quality monitoring stations throughout its jurisdiction and portions of the Air Basin.

The Approved Festival Site is within source receptor area (SRA) 30, which covers the Coachella Valley region. SCAQMD operates an air monitoring station in SRA 30 in the City of Indio. Based on published monitoring data from 2011 through 2013, the most recent 3-year period available, SRA 30 has exceeded the ozone and PM10 standards.

The SCAQMD, in coordination with the Southern California Association of Governments (SCAG), is also responsible for developing, updating, and implementing the AQMP for the South Coast Air Basin and portions of the Air Basin. An AQMP is a plan prepared and implemented by an air pollution district for a county or region designated as "nonattainment" of the national and/or California ambient air quality standards. The term "nonattainment area" is used to refer to an air basin in which one or more ambient air quality standards are exceeded. The Air Basin is currently designated as being in nonattainment for the federal ozone, PM10, and PM2.5; nonattainment for the State PM10 and unclassified for State PM2.5 standards.

6. Analysis of the Modified Project

The areas being added to the approved 601-acre Approved Festival Site include 41.8 acres located adjacent to the Approved Festival Site within the Approved Overlay Area. This additional land would be used, to accommodate the proposed increase in maximum daily attendance, by adding Support Areas, Camping Areas, General Admission Parking Areas, expand the Shuttle Operation and increasing the size

of the Performance Area, as indicated in **Table 2.0-1** and shown in **Figure 2.0-3.** In addition, the Modified Project would change the use of approximately 98.0 acres within the Approved Festival Site to accommodate the proposed increase in the maximum daily attendance. As identified in **Table 2.0-1**, areas currently designated for the Performance Area, General Admission Parking Area, and Support Areas would be New Support Areas, New Performance Area, New General Admission Parking Areas, and a Taxi/Uber/Lyft Area. As part of the Modified Project, festival plan feature **FPF AQ-2** has been modified to increase the shuttle capacity for the Higher Attendance Festival from 25,000 people per day to 28,000 people per day.

An Air Quality/Climate Change Analysis Technical Report Update was prepared by Meridian Consultants, LLC, in December 2015 to evaluate how the expansion of the festival activities under the Modified Project would affect impacts on air quality from both a regional and local perspective. The analyses were conducted to determine whether any new significant impacts would result from the Modified Project, or if any existing significant impacts would be substantially increased. Review of the most recent environmental data and information determined that no substantial changes to existing conditions occurred between 2012 and 2015 that would affect air quality impacts.

As mentioned previously, emissions of CAPs and VOCs from the Modified Project were assessed on both regional and local levels. Regional level analysis followed the same methodology as presented in the Final EIR for the Approved Project. The following assumptions were incorporated into the analyses of the Modified Project to scale emissions estimates based on the expansion in Higher Attendance Festival capacity from 99,000 persons to 125,000 persons, which constitutes an attendance increase of approximately 26 percent.

- The heavy equipment inventory during the Setup and Breakdown days was increased by approximately 26 percent, as a conservative estimate of air emissions based on the larger attendance for the Festivals, to account setup of the expanded Performance Area;
- The number of light towers that would be required throughout the Modified Festival Site was increased by 26 percent, as a conservative estimate of air emissions based on the larger attendance for the Festivals, when compared to the Approved Project;
- The number of vehicles,[2] and subsequently vehicle miles traveled (VMT), that would be traveling to the Coachella Valley for the Modified Project was conservatively increased by 26 percent when compared to the Approved Project;

2 Total vehicles increased by approximately 8,000 vehicles for the Modified Project.

- The number of shuttles transporting daily attendees during the Performance days was conservatively increased by 26 percent[3] when to the Approved Project;
- An additional three diesel generators were included throughout the Modified Festival Site based on anticipated power supply demands from the expanded Performance Area and additional camping and support areas.

The number of hours each piece of equipment would be operating on a daily basis was not changed from the information prepared for the Final EIR.

In addition to the scaling of emission sources, data resources utilized in the analyses presented in the Final EIR have been updated since the 2012 emissions assessment was prepared. The updates are primarily associated with emission factors, which describe the rate at which atmospheric releases of air pollutants are generated by emissions sources. The following updates to the input data for the emissions calculations and air dispersion modeling were incorporated into the updated analyses.

- Updated emission factors for passenger vehicles, motor coaches, and recreational vehicles were obtained using EMFAC2014 for the projected 2016 CARB fleet mix;[4]
- Updated Tier 4 Interim emission standards for off-road diesel engines were obtained from Appendix D of the California Emission Estimator Model (CalEEMod) User Guide through the SCAQMD;[5]
- Updated meteorological data were obtained through the SCAQMD for the Indio monitoring station during the years 2011 through 2013;[6]
- An updated version of the AERMOD dispersion modeling software was obtained from Lakes Environmental (Version 8.9, Executable 14134);

In general, the updated emission factors and Tier 4 Interim emission standards are lower than those that were used in the 2012 analyses of air quality impacts associated with the Approved Project. The reductions are attributed to the CARB projecting that vehicle fleets statewide will become cleaner as time goes on to comply with regulatory measures for reducing air pollution in California. Emissions calculations and input data for the Modified Project are provided in Appendix A of **Appendix A, Technical AQ and GHG Emissions Report**.

3 Shuttles increased by approximately 195 shuttles for the Modified Project.

4 California Air Resources Board, *EMFAC2014 Web Database* (Accessed 2015), http://www.arb.ca.gov/emfac/2014/.

5 ENVIRON International Corporation and the California Air Districts, *California Emissions Estimator Model User's Guide, Appendix D—Default Data Tables* (September, 2013), http://www.aqmd.gov/docs/default-source/caleemod/caleemod-appendixd.pdf?sfvrsn=2.

6 SCAQMD, *Meteorological Data for AERMOD—Table 1 Meteorological Sites* (Accessed 2015), http://www.aqmd.gov/home/library/air-quality-data-studies/meteorological-data/data-for-aermod.

a. Conflict with or Obstruct Implementation of the AQMP

The analysis of localized and regional emissions indicates that the Modified Project would not result in an increase in the frequency or severity of existing air quality violations, cause or contribute to violations of the air quality standards, or delay timely attainment of air quality standards specified in the AQMP. In addition, the Modified Project would implement the same Festival Plan Features, with **FPF AQ-2** modified to increase the capacity of the shuttle system from the current capacity of 25,000 persons per day to 28,000 people per day during a Higher Attendance Festivals to meet the projected increase in demand for the shuttle service from the proposed increase in attendance, and mitigation measures identified in the Final EIR to reduce emissions (see pages 3.1-5 and 3.1-6 above for a list of measures). The population and employment policies of the AQMP do not directly apply to the Modified Project since the Modified Project is a temporary event that would not induce permanent population growth or establish a permanent employment center, as discussed in **Section 4.0, Effects Previously Found Not to Be Significant**. Similar to the Approved Project, since the Modified Project is a temporary use that is permitted by applicable City of Indio land use plans and policies, there is no conflict with AQMP land use policies. As such, the Modified Project would not conflict with or obstruct implementation of applicable air quality plans and impacts would be less than significant. No new significant impacts would occur.

b. Violate any Air Quality Standard

Localized emissions of CO, NOx, and PM were calculated for the Modified Project following the same methodology presented in the Final EIR for the Approved Project. With regards to CO, results of the Final EIR CO Hot Spots analysis determined that concentrations would be substantially below the applicable regulatory thresholds. The maximum predicted 1-hour concentration of CO was 1.5 parts per million (ppm), compared to the threshold of 20 ppm, and the maximum predicted 8-hour concentration was 1.1 ppm in comparison to the 9 ppm threshold. A 26 percent increase in CO emissions would result in 1.9 ppm and 1.4 ppm, respectively. Therefore, the Modified Project would not result in substantial increases in localized CO concentrations to reach and exceed the applicable thresholds. No further analysis of CO emissions is warranted and localized concentrations would not result in CO hot spots. No new significant impacts would occur.

Emissions of NOx and PM10 from sources within the Modified Festival Site were input in AERMOD according to the methodology stated in the Final EIR for the Approved Project. Localized emissions incorporated the assumptions discussed in the regional emissions assessment for the Modified Project, including the incorporation of Festival Plan Features **FPF AQ-1** through **FPF AQ-7**[7] and mitigation

7 **FPF AQ-2** has been modified to provide transportation of a minimum of 28,000 people per day during a Higher Attendance Festivals, approximately 3,000 additional persons per day, as needed to meet the demand for the shuttle service.

measures **MM AQ-1** and **MM AQ-2**. Emissions of NOx and PM10 for the Modified Project were modeled using AERMOD. **Table 3.1-1**, **Modified Project Mitigated Emissions Modeling**, presents the maximum concentrations that were predicted by the air dispersion modeling software given the updated emissions sources and compares them to the applicable SCAQMD regulatory ambient air quality standard.

The maximum 1-hour concentration of NO2 during festival activities under the Modified Project was estimated to be 179.43 ug/m^3. The maximum 24-hour concentration of PM10 was predicted to be 9.87 ug/m^3. Both of these maximum concentrations result from activities during the Performance days when emissions are primarily attributed to the diesel generator units.

Table 3.1-1
Modified Project Mitigated Emissions Modeling

	Air Quality Thresholds Comparison		
	NO2 (1-hour) 339 ug/m^3	**PM10 (24-Hour) 10.4 ug/m^3**	**PM2.5 (24-hour) 10.4 ug/m^3**
Setup and Campers (Thursday/Monday)	149.66	7.25	6.52
Exceed Threshold	No	No	No
Festival (Friday-Sunday)	179.43	9.87	8.89
Exceed Threshold	No	No	No

In comparison to modeling results presented in the Final EIR for the Approved Project, the maximum 1-hour NO2 concentration during Higher Attendance Festival activities decreased from 221.43 ug/m^3 to 179.43 ug/m^3. This decrease is explained by the more stringent regulations on Tier 4 Interim diesel engine standards, as well as a cleaner passenger vehicle fleet in 2016 relative to 2012. The maximum 24-hour PM10 concentration decreased from 10.19 ug/m^3 to 9.87 ug/m^3. The maximum 24-hour PM2.5 concentration decreased from 9.37 ug/m^3 to 8.89 ug/m^3. This reduction is a result of the efforts of the California Air Resources Board (CARB) to continually improve emissions standards in both passenger vehicle fleets and off-road diesel engines. Implementation of the Modified Project is not anticipated to generate any new significant air quality impacts, nor substantially increase any identified significant impacts.

c. Result in a Cumulatively Considerable Net Increase of any Criteria Pollutant

Regional emissions of CAPs and VOCs generated by the Modified Project were quantified by replicating the methodology used in the Final EIR with the updated data. Calculation details for maximum daily emissions can be found in Appendix B of **Appendix A** to this Addendum. **Table 3.1-2**, **Modified Project**

Mitigated Regional Mass Daily Emissions, presents the results of the regional analysis with the incorporation of the Festival Plan Features **FPF AQ-1** through **FPF AQ-7** and Mitigation Measures **MM AQ-1** and **MM AQ-2** identified in the Final EIR. The total emissions for combined regional and on-site sources were determined for each air pollutant for the two emission scenarios (Setup/Breakdown and Performance days), and the values reported in **Table 3.1-2** reflect the maximum daily emission of each pollutant during the five-day festival. The values are not specific to a single emission scenario.

Table 3.1-2
Mitigated Regional Mass Daily Emissions

	Highest Single Day Emissions				
Pollutant	Regional Travel Emissions (lbs/day)	On-site Emissions (lbs/day)	Total Emissions (lbs/day)	Operations Threshold (lbs/day)	Exceed Threshold
NOx	573.9	1,412.49	1,986.8	55	Yes
VOC	228.9	7.0	235.8	55	Yes
PM10	6.4	31.9	38.3	150	No
PM2.5	6.0	24.9	30.9	55	No
CO	5,712.9	204.8	5,917.7	550	Yes
Lead	0.0	0.0	0.0	3	No

Source: SCAQMD, Air Quality Significance Thresholds, March 2015.

Maximum daily emissions under the Modified Project scenario would be 1,986.8 lbs/day of NOx, 235.8 lbs/day of VOC, 38.3 lbs/day of PM10, 30.9 lbs/day of PM2.5, and 5,917.7 of lbs/day CO. Maximum daily mitigated emissions from the Modified Project would continue to exceed the applicable SCAQMD thresholds for NOx, VOC, and CO similar to the Approved Project. **Table 3.1-3**, **Maximum Daily Emissions Comparison**, presents a comparison of maximum daily emissions from the Modified Project and the Approved Project.

Table 3.1-3
Maximum Daily Emissions Comparison

Pollutant	Highest Single Day Emissions		
	Approved Project (lbs/day)	Modified Project (lbs/day)	Percent Difference (%)
NOx	2,160.1	1,986.8	-8.0
VOC	332.3	235.8	-29.0
PM10	41.0	38.3	-6.6
PM2.5	37.6	30.9	-17.8
CO	6,949.3	5,917.7	-14.8
Lead	0.0	0.0	N/A

Source: SCAQMD, Air Quality Significance Thresholds, March 2015.

For each of the air pollutants analyzed, maximum daily emissions estimates decreased in comparing the 2012 Approved Project scenario with the Modified Project scenario. The difference was attributed to CARB assumptions regarding cleaner vehicle fleets and the more stringent Tier 4 Interim diesel emission standards that were updated in 2013. Based on the results of this regional analysis, maximum daily emissions generated by the Modified Project would be less than those from the Approved Project when accounting for the cleaner vehicle fleets and more stringent diesel emissions standards. Maximum daily emissions from the Modified Project would not generate any new significant air quality impacts or result in a substantial increase in the severity of a significant impact on a regional level.

d. Expose Sensitive Receptors to Substantial Pollutant Concentrations

As discussed above, the Modified Project emissions would not exceed the maximum emissions thresholds for NOx, PM10, and PM2.5 at the nearest sensitive receptors to the Modified Festival Site with FPFs and MM AQ-1 and MM AQ-2. The closest sensitive receptors would be residents in the La Quinta Ridge mobile home park located west of Monroe Street, north of Avenue 52. Diesel particulate matter (DPM) has no documented acute affects - only chronic long-term effects. Similar to the Approved Project, the Modified Project is only 15 days spread out over a year, DPM would be emitted only on those days and DPM emissions from the Modified Project the rest of the year would be zero. The annual average of diesel particulate matter would be calculated as the average of 350 days with zero and 15 days of the Project emissions, which would be much less than the cancer risk threshold; similar to the Approved Project. Implementation of the Modified Project is not anticipated to generate any new significant air quality impacts.

B. GREENHOUSE GASES

1. Thresholds

As identified in the Final EIR, the City determined greenhouse gas impacts to be significant if the project would:

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.

As the Project is a commercial activity, it would result in a significant impact if:

- The Project generates GHG emissions greater than 3,000 $MTCO_2E$ and exceeds a performance standard of 4.8 $MTCO_2E$ per service population by 2020.

The service population is defined as the total number of employees and residents that would be included in project implementation. To determine the performance standard, the total GHG emissions are divided by the number of service persons. Festival events would only have employees and no residents; thus, employees are used to determine the number of service persons. This threshold was developed by the SCAQMD to allow the Air Basin to meet the GHG reduction requirements of AB 32.

2. Summary of Findings in Final EIR

As stated in the Final EIR for the Approved Project, the two main sources of GHG emissions were mobile source (passenger vehicles, shuttles, motor coaches, and recreational vehicles) vehicle trips to and from the Approved Festival Site and stationary sources (on-site generators providing electricity). Secondary sources included water trucks for fugitive dust control and heavy equipment used during Setup and Breakdown.

Total GHG emissions from the Approved Project were 8,204.2 $MTCO_2E$ per year. While this value was above the 3,000 $MTCO_2E$ per year screening threshold, dividing by the service population of 7,600 resulted in a value of 1.1 $MTCO_2E$ per service person. This value was below the SCAQMD threshold of 4.8 $MTCO_2E$ per service person. The Final EIR concluded that GHG emissions generated by implementation of the Approved Project would be consistent with the conditions set forth in AB 32, and GHG impacts would be less than significant.

No climate action plans had been adopted that apply to the City at the time of the Final EIR, so the applicable plan was the CARB Scoping Plan.[8] As discussed above, the Project has several Festival Plan

8 It should be noted that the CVAG was in the process of developing a Climate Action Plan template for cities within the Southern California Edison service area. As the City of Indio in not located in the Southern California Edison Service Area, it was not eligible to participate in this program.

Features that reduced GHG emissions. These features included the use of biodiesel fuel in portable generators and on-site camping, which reduced the number of trips to and from the site and the associated VMT. Other measures that reduced VMT were the use of shuttle buses from hotels and park and ride lots located throughout the Coachella Valley, and programs that promoted carpools to share rides to the events.

Furthermore, the service population performance standard of 4.8 $MTCO_2E$ per service person is included in the latest draft GHG significance thresholds under consideration by the SCAQMD to demonstrate attainment of AB 32 goals within the jurisdiction of the SCAQMD. Therefore, if emissions from a proposed project are below these thresholds, the Project would not conflict with the requirements of AB 32. As discussed above, GHG emissions would be below the performance standard of 4.8 $MTCO_2E$ per service person. Therefore, the Approved Project would be less than significant and would be consistent with the targets in the CARB Scoping Plan for reducing greenhouse gases.

3. Existing Conditions

New data on the California GHG inventory has been published since the preparation of the Final EIR for the Approved Project. The largest sources of GHG emissions are the transportation and electric power sectors, which is the case with emissions sources associated with the Approved Project and the Modified Project. In general, the five-year average statewide emissions decreased by approximately 5.3 percent from 487.4 million metric tons of carbon dioxide equivalents (MMTCO2e) in 2004–2008 to 461.6 MMTCO2e in 2008–2012. As of 2008, annual emissions from all sources within the Coachella Valley totaled 7.0 MMTCO2e.[9]

As of 2010, the City of Indio generated approximately 0.45 MMTCO2e, which contribute to the Coachella Valley annual emissions.[10] The City of Indio is currently updating the City's General Plan and will be preparing a Climate Action Plan as part of this update; however, this plan has not yet been prepared.

4. Analysis of the Modified Project

Emissions of GHGs were quantified incorporating the assumptions discussed previously under **Air Quality**. Updated analysis under the configuration of the Modified Project was based upon the following information.

- Updated emission factors for passenger vehicles, motor coaches, and recreational vehicles were obtained using EMFAC2014 for the projected 2016 CARB fleet mix;[11]

9 County of Riverside, Draft Climate Action Plan, (February 2015), Table 3-6, 2008 Community-wide GHG Emissions by Source.
10 City of Indio General Plan Update, Existing Conditions Report, (January 2015), Page IV-13.
11 CARB, *EMFAC2014 Web Database* (Accessed 2015), http://www.arb.ca.gov/emfac/2014/.

- Emissions factors for off-road sources (heavy equipment, water trucks, generators) were obtained from the SCAQMD as Tier 4 Interim standards are not provided for GHGs.[12]

Emissions of GHGs that would be generated by the Modified Project were quantified on an annual basis following the methodology described in the Final EIR for the Approved Project. GHG emissions attributed to a single five-day Higher Attendance Festival event were conservatively multiplied by a scaling factor of 4.5 to represent maximum annual emissions.[13] **Table 3.1-4**, **Modified Project GHG Emissions for Five Annual Festivals**, presents the results of the GHG quantification exercise. The calculation details can be found in Appendix C of **Appendix A** of this Addendum.

Table 3.1-4
Modified Project GHG Emissions for Five Annual Festivals

	CO_2 ($MTCO_2E$/yr.)	CH_4 ($MTCO_2E$/yr.)	Total ($MTCO_2E$/yr.)
Setup /Breakdown (Thursday, Monday)	886.1	1.4	887.5
Performance days (Friday, Saturday, Sunday)	6,023.2	3.5	6,026.7
Travel To and From the Future Festival Site	5,814.5	—	5,814.5
Total Emissions	12,723.8	4.9	12,728.7
Emissions per Service Person			1.8
SCAQMD Performance Standard			4.8
Exceed Performance Standard			NO

*See **Appendix A** for GHG emission calculations.*

The total emissions of GHGs attributed to implementation of the Modified Project were 12,728.7 $MTCO_2E$ per year. In comparison to the estimates for the Approved Project that were prepared for the Final EIR, which represent current existing conditions, the Modified Project would generate an increase of 4,524.5 $MTCO_2E$ per year. The increase in the amount of GHG emissions is directly related to the increase in the number of generators on site and the increase in the number of cars and the total miles traveled to the Modified Festival Site. Consistent with the methodology in the Final EIR, the total service population for the Modified Project would be 8,000 persons. Thus, the Modified Project would result in 1.8 $MTCO_2E$ per service person, or an increase of 0.7 $MTCO_2E$ per service person when compared to the Approved Project. This value is below, or approximately half of, the applicable SCAQMD service population GHG thresholds for project-level analysis of 4.8 $MTCO_2E$ per service person by 2020 and 3.0 $MTCO_2E$ per service person by

12 SCAQMD, *Off-Road Mobile Source Emission Factors* (Accessed 2015), http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/off-road-mobile-source-emission-factors

13 To provide consistency with the Approved Project, the GHG analysis was estimated by multiplying the GHG emissions from a single 125,000 event by a factor of 4.5 to account for the two smaller 85,000 person events and the three 125,000 person events.

2035. Similar to the Approved Project, impacts would be less than significant and no new significant impacts or a substantial increase in the severity of identified significant impacts would occur.

C. CUMULATIVE ANALYSIS

As shown previously in **Table 3.1-2**, emissions generated by travel by patrons to the Coachella Valley to attend Festival events would be a primary source of operational emissions that would result in the Modified Project exceeding the SCAQMD daily regional mass emission thresholds. Therefore, the number of trips or the lengths of the motor vehicle trips on a Festival event day would need to be reduced in order to provide a reduction in the operational emissions from the Modified Project. While future vehicle emissions are expected to be reduced as a result of new emissions control technology in vehicles, this would not reduce the emissions produced by vehicles traveling to and from the Modified Festival Site to a less than significant level on a Festival event day.

The Modified Project includes previously identified Festival Plan Features that reduce the number and length of vehicle trips to the maximum amount feasible by promoting carpooling, allowing camping on site, and providing shuttle service throughout the Coachella Valley from hotels and off-site park and ride lots and promoting carpools and ridesharing. It would not be feasible to further reduce trips by patrons to and from the Coachella Valley to attend Festival events due to these trips originating from numerous separate locations throughout California at different times by individual patrons to the degree necessary to reduce the highest daily estimate of regional emissions to a level that would be below the SCAQMD daily regional mass emissions thresholds.

Similar to the Approved Project, the daily operational emissions generated by the Modified Project on a Festival event day cannot be feasibly mitigated to a less than significant level and the contribution of these emissions to the air quality within the Salton Sea and South Coast Air Basins is considered to be cumulatively considerable for this reason. It should be noted that maximum daily local and regional emissions generated during the Modified Project are lower than the Approved Project as a result of more stringent emission standards and cleaner vehicle fleets. No new significant impacts or a substantial increase in the severity of identified significant impacts would occur.

3.2 BIOLOGICAL RESOURCES

A. THRESHOLDS

As identified in the Final EIR, the City determined biological resource impacts to be significant if the project would:

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) 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?

B. SUMMARY OF FINDINGS IN FINAL EIR

As identified in the Final EIR, the Approved Festival Site consisted of developed and disturbed land with low habitat value for native wildlife species. Field surveys were conducted in 2012 to identify the biological resource characteristics of the Approved Festival Site and the surrounding area. The 675-acre survey area included the Approved Overlay Zone and Approved Festival Site and adjoining properties located north of Avenue 52, east of Madison Street, west of Monroe Street and south of Avenue 49. The majority of the Approved Festival Site, more than 99 percent, consisted of disturbed land in 2012 at the time of the surveys and did not contain native plant communities. Approximately 4 acres of Mesquite hummock habitat, consisting of a single sand dune stabilized by at least one very large mesquite shrub, was identified on the Approved Festival Site. This remnant hummock located next to an existing home south of Avenue 50 and east of Madison Street, was found to no longer support associated sensitive wildlife species such as the Coachella Valley fringe-toed lizard or flat-tailed lizard due to its isolated location, which also prevented genetic exchange between this remnant hummock and other nearby native habitat areas.

The intensive plant and animal surveys conducted in 2012 identified the presence of two sensitive wildlife species within the Approved Festival Site, the burrowing owl and loggerhead shrike. As both species were observed within and adjacent to the Approved Festival Site, it was determined that either or both species could establish nests on portions of the Approved Festival Site during their respective breeding seasons. In addition, the burrowing owl could take up residency of the Approved Festival Site outside of the breeding season.

The burrowing owl was observed twice within the Approved Festival Site in 2012. No active burrows were found. Pockets of habitat suitable for occupancy by burrowing owl were scattered throughout and around the Approved Festival Site and included active rodent burrows that provide potential nest sites.

The Final EIR concluded that setting up and breaking down the Festivals within the Approved Festival Site in Spring and Fall could result in direct impacts to any burrowing owls that may be present on the site. In addition, the potential for impacts was identified due to the increased presence of humans and activity during the Festival events resulting in direct harassment and loud noises, and use of the portions of the Approved Festival Site that could be occupied by burrowing owls. The level of human activity on the Approved Festival Site during the Festivals could also result in harm to owls residing on the site outside of the breeding season or disturbance of an active nest site during the breeding season could result in harm to owls. These potential impacts were identified as significant.

The loggerhead shrike was also observed on the Approved Festival Site during field surveys in 2012, and could take up residency on the Approved Festival Site during the January 1 to July 1 breeding season for this species. Due to the disturbed nature of the majority of the Approved Festival Site, it was determined that loggerhead shrikes in and near the site would be accustomed to human presence, activities and noise levels. As with the burrowing owl, the Final EIR identified that the Approved Festivals could result in direct impacts to any loggerhead shrike that may be present on the site. These potential impacts were identified as significant. As the Festivals in Fall would occur outside of the breeding season of the loggerhead shrike, no impacts would result from events held in Fall.

It was also concluded that potential indirect impacts to these sensitive bird species could result from musical performance sound produced during the festivals. Potential impacts would be mitigated by conducting surveys to identify any active nests during breeding season and establishing and maintaining appropriate buffers from any active nests. If nesting birds are located during surveys, buffers would be provided in accordance with applicable California Department of Fish and Wildlife guidelines. While these guidelines do not specifically establish noise criteria, they did take into account all environmental factors, including noise. Furthermore, the musical performance sound is not continuous sound as performances would occur during different times of day over the course of 14 hours for three consecutive days for one festival event, not occur for four days, then start again for three consecutive days. As such, the musical performance sound would be temporary in nature and would not result in significant impacts to sensitive bird species.

Since the Approved Project allowed the temporary use of the Approved Festival Site for three consecutive weekends in Spring and two weekends in Fall, and did not include any permanent modifications to the Approved Festival Site, the Final EIR determined the Approved Project would not modify the existing

habitat characteristics of the Approved Festival Site and adjacent properties and would not result in significant indirect impacts by modifying the habitat used by the burrowing owl and loggerhead shrike.

Also, because the festivals are temporary uses and would not include any permanent structures or site improvements that would result in the disturbance of additional land, the City (with concurrence from Coachella Valley Conversation Commission) determined that activities associated with the festivals to not be subject to the City's Local Development Mitigation Fee established to implement the Coachella Valley Multi-Species Habitat Conservation Plan.

1. Mitigation Measures Identified for Final EIR

BIO-1a A survey of the Future Festival Site to determine the presence of burrowing owls shall be conducted 30 days prior to the first Future Festival event in Spring and the first event in Fall to determine if active burrows are present on or within vacant areas within 550 yards of the Future Festival Site. A report of the survey results shall be submitted to the City of Indio. If the biologist performing the surveys determines the site no longer contains suitable habitat for residency by burrowing owl due to changes in site conditions over the term the Major Music Festival Event Permit is in effect, this should be noted in the report with a recommendation on whether surveys should be continued.

BIO-1b Additional surveys may also be conducted earlier than 30 days prior to the first event in Spring or Fall to determine if there are any burrowing owls residing on the site to support the preparation of a Burrowing Owl Exclusion Plan for submittal to the California Department of Fish and Wildlife (CDFW) for approval as discussed in the Staff Report on Burrowing Owl Mitigation prepared by the CDFW (March 7, 2012). If a Burrowing Owl Exclusion Plan is approved by the CDFW, this plan may be implemented.

BIO-1c If an active burrow is located during the breeding season, the burrow shall be treated as a nest site and temporary fencing shall be installed at a distance of 550 yards from the active burrow to prevent disturbance to the burrow during Future Festival events, including the periods before and after the events when the site is being setup and broken down and also to avoid destruction of the burrow by chaining, disking or any other direct disturbance. This is the maximum buffer distance recommended in the Staff Report on Burrowing Owl Mitigation prepared by the California Department of Fish and Wildlife (March 7, 2012) when activities will result in a high level of disturbance. The fencing used shall be a visual screen unless the biological monitor determines that except in those circumstances that the biological monitor determines a visual screen is not appropriate because of the location of the burrow and the nature of the surrounding uses or activities.

A biological monitor shall be present to supervise the erection and removal of the temporary fencing. The monitor is also required to check the fence for breaches once each day during each Future Festival.

BIO-1d During all Future Festivals, if any active burrows are identified on the Future Festival site, the Festival Operator shall not fumigate, use treated bait or other means of poisoning to control nuisance animals on the site.

BIO-1e The biological monitor shall develop materials for distribution to all staff working at Future Festival Events if any occupied burrows are identified during the required surveys to increase the staff's recognition of and commitment to burrowing owl protection.

BIO-2a Breeding surveys for the loggerhead shrike shall be conducted on the Future Festival Site 30 days prior to the first Future Festival event in Spring. If a nest is found, temporary fencing shall be installed to provide a buffer at a distance of 100 feet from the nest to prevent disturbance during Future Festival events, including the periods before and after the events when the site is being setup and broken down.

BIO-2b A biological monitor shall be present to supervise the erection and removal of the temporary fencing. The monitor is also required to check the fence for breaches once each day during each Future Festival.

C. EXISTING CONDITIONS

An updated biological survey was conducted in 2015 to determine the current extent and condition of native habitat and biological resources on the Modified Festival Site. The Modified Festival Site, which includes new festival areas within the Approved Overlay Zone, has been disturbed or graded and developed, and most of the site is impacted on a regular daily basis by vehicles, landscape maintenance activities, including mowing of the turf fields, and equestrian use as well as the Approved Festivals held in April each year.

The Modified Festival Site lies within the confines of a geographical region known as the Colorado Desert. As is typical of this subdivision of the Sonoran Desert, annual rainfall averages less than four inches, with most precipitation falling during the winter and late spring with occasional summer storms accounting for approximately one fifth of the annual total. Winter days are mild with daily maximums averaging 72 degrees Fahrenheit. Winter nights occasionally drop below freezing. The month of July brings the hottest temperatures with daytime maximums averaging 107 degrees Fahrenheit.

The elevation of the Modified Festival Site ranges from 43 feet above sea level to 2 feet below sea level with a decline in elevation from west to east. Soils are composed of silts and sand. The entire Modified Festival Site has been graded and flattened to accommodate pastures, polo fields, recreational support buildings, and associated activities. Many areas consist of regularly mowed turf. Several man-made water features have been created within the Modified Festival Site, but none support native riparian plant species. Nevertheless, these elements have attracted some water fowl.

There are no naturally occurring springs or permanent aquatic habitats within the Modified Festival Site boundaries. No blue-line stream features, such as streams or dry washes, are shown on the U.S. Geological Survey Map for the Modified Festival Site and the field surveys did not reveal any botanical indicators of any such stream or wash features.

The Modified Festival Site is entirely surrounded by disturbed and developed areas. Residential developments exist to the north, south and west of the study area. A golf course and residential development lie to the immediate east. No natural plant communities come in contact with the Modified Festival Site, and for this reason, native terrestrial plants and animals surviving in undisturbed habitat areas cannot either emigrate from or immigrate to the Modified Festival Site.

D. ANALYSIS OF THE MODIFIED PROJECT

A single native plant association, or community, the Mesquite series, was found on the Approved Festival Site during the survey conducted in 2012. As of 2015, no native plant associations or communities were identified on the Modified Festival Site as the single remnant Mesquite hummock identified in 2012 has been converted into a turf area on the residential property it was located on.

Based on the updated biological survey was conducted in 2015, the 41.8 acres of land proposed for addition to the Approved Festival Site are similar in character to the land that makes up the Approved Site. The areas being added consists of previously disturbed areas that do not contain any biological resources different than the resources found on the Approved Festival Site.

The natural vegetation, such as a variety of exotic weed species, that were present on the Modified Festival Site has been removed and planted with turf fields and hedgerows or replaced with roadways, parking areas, or buildings. In scattered locations around the Modified Festival Site, fields have been left vacant and become overgrown with both native and exotic weed species. Native species within these isolated locations include arrow-weed (*Pluchea sericea*), bugseed (*Dicoria canescens*) and plicate coldenia (*Tiquilia plicata*). Exotic species within the isolated locations include Sahara mustard (*Brassica tournefortii*), Schismus grass (*Schismus barbatus*) and Russian thistle (*Salsola tragus*). All of these species are often found throughout the California deserts wherever the natural vegetation has been removed.

Potential habitat for the burrowing owl occur along road shoulders in and around the Modified Festival Site and in scattered lots where human activities are not recurring. Two observations of adult burrowing owls were observed within the Approved Festival Site boundaries during field surveys in 2012. However, no burrowing owls or active burrows were found within or immediately adjacent to the Modified Festival Site during surveys conducted in 2013, 2014, and 2015. In addition, large swaths of open land are nearby, which provide suitable habitat for the burrowing owl.

The burrowing owl is protected under the federal Migratory Bird Treaty Act (MBTA) of 1918. The MBTA implements the obligations of the United States under several international treaties and conventions to protect migratory birds by making it unlawful to kill or take a migratory bird. The U.S. Fish and Wildlife Service defines a take as "pursue, hunt, shoot, wound, kill, trap, capture, or collect" a migratory bird. While this definition is generally interpreted to apply to intentional acts, accidental impacts may also be considered a take. Pursuant to the California Fish and Game Code, the California Department of Fish and Wildlife enforces the MBTA consistent with rules and regulations adopted by the Secretary of the Interior under provisions of the MBTA. Detailed guidelines for burrowing owl mitigation is provided in the Staff Report on Burrowing Owl Mitigation prepared by the California Department of Fish and Wildlife (March 7, 2012).

The activities involved in setting up and breaking down Festivals within the Modified Festival Site in Spring and Fall could result in direct impacts to owls that may be present on the site, similar to the impacts mentioned in the Final EIR. These potential impacts are identified as significant.

The loggerhead shrike was observed on four occasions on the Approved Festival Site during field surveys in 2012. No nests were found on the Modified Festival Site during field surveys in 2015, though surveys were conducted after the breeding season. The species is likely resident on or near the Modified Festival Site. The loggerhead shrike is not officially listed as threatened or endangered by the State or federal governments. It is considered a Species of Special Concern by the State of California. As the Festivals in Fall would occur outside of the breeding season of the loggerhead shrike, no impacts would result from events held in Fall.

With the implementation of the mitigation measures identified in the Final EIR, the Modified Project would not result in any new or more significant impacts to sensitive bird species.

The Modified Project would allow the temporary use of the Modified Festival Site for three consecutive weekends in Spring and two weekends in Fall, and does not include any permanent modifications to the Modified Festival Site. In addition, the Modified Project would not modify the existing habitat

characteristics of the Modified Festival Site and adjacent properties that would not result in significant indirect impacts by modifying the habitat used by the burrowing owl and loggerhead shrike.

The Festival events are temporary uses and do not include any permanent structures or site improvements that would result in the any new disturbance of land. The Modified Project does not include any new development of the site, and is neither residential, commercial, nor industrial use. Therefore, as determined in the Final EIR, the Modified Project would not be subject to the City's Local Development Mitigation Fee, adopted to provide funding to implement the Coachella Valley Multiple Species Habitat Conservation Plan (CVMSHCP). With the implementation of the mitigation measures identified in the Final EIR, the Modified Project would not result in any new or more significant impacts related to the burrowing owl or loggerhead shrike. Furthermore, the Modified Project would not result in a substantial increase in the severity of previously identified significant impacts.

E. CUMULATIVE IMPACTS

The Modified Festival Site consists of developed and disturbed land with low habitat value for native wildlife species surrounded by other developed and disturbed land containing residential development, schools and golf courses. The continued use of Modified Festival Site for the Festival Events would not contribute to cumulative impacts on biological resources because of the low habitat values present on the site. On a regional scale, the cumulative impact of future growth and development in the Coachella Valley on biological resources is addressed by the CVMSHCP, which will result in the preservation of critical open space areas in and around the Coachella Valley. The Modified Festival Site is located in the developed portion of the City of Indio located outside of the conservation areas identified in the CVMSHCP. Given the location and existing conditions of the Modified Festival Site, and the existing characteristics of the surrounding area, no significant cumulative impacts to sensitive biological resources in the Coachella Valley addressed by the CVMSHCP will result from the Modified Project.

3.3 LAND USE AND PLANNING

A. THRESHOLDS

As identified in the Final EIR, the City determined land use and planning impacts to be significant if the project would:

a) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

B. SUMMARY OF FINDINGS IN FINAL EIR

The Final EIR analyzed land use and planning impacts within and adjacent to the Approved Festival Site. The Approved Festival Site is approximately 601 acres in size and is designated CE (Country Estates) on the City's General Plan Land Use Map and located within the Indio Ranchos – Polo Resort Specific Plan (Specific Plan) Area. The portion of the Approved Festival Site located south of Avenue 50, west of Monroe Street, east of Madison Street, and north of Avenue 52 is located within the RPD-7a (Residential Planned Development Area 7a) overlay on the City's General Plan Land Use Map. The portion of the Approved Festival Site east of Monroe Street is located within the RPD-7b overlay. In addition to the residential uses allowed by the CE land use designation, equestrian oriented events and facilities, resort and convention facilities, and public entertainment uses are allowed uses in the RDP-7a and -7b overlay areas. Use of these properties as part of the Approved Project was determined to be consistent with the applicable land use designations.

The Approved Project included the adoption of Ordinances 1628 and 1629, which established the Approved Overlay Zone to provide for the long-term permitting and regulation of Major Music Festival Event uses within the Specific Plan Area and the adjoining properties that are within the Approved Overlay. The Approved Overlay Zone requires an Approved Permit which regulate the operation of Festival events within the Approved Festival Site. The Approved Overlay Zone encompasses parcels north of Avenue 52, east of Madison Street, west of Monroe Street and south of Avenue 49, as well as one parcel east of Monroe Street and south of Avenue 50, as shown in **Figure 1.0-1**. With approval of the Music Festivals Plan Project, Ordinances 1628 and 1629 were determined to be consistent with the 2020 Indio General Plan and the Specific Plan. The Approved Permit was determined to be consistent with the Approved Overlay. The Approved Permit defined Festival events on the Approved Festival Site, which is entirely located within the Approved Overlay Zone.

Limiting the occurrence of festivals on an annual basis ensured the primary use and character of the area would be consistent with the CE and RPD-7a and -7b overlay areas. Ordinance 1628, Ordinance 1629, and

the Approved Permit were found to be consistent with the Indio 2020 General Plan Policies ED-1.1 through ED-1.3 and ED-1.5 which promote increasing diverse economic development in the City and the retention and expansion of existing businesses. Ordinance 1628 regulates the public entertainment uses allowed by the Specific Plan, and the land uses permitted by the Specific Plan were found to be consistent with the 2020 Indio General Plan. Accordingly, Ordinance 1628 was found to be consistent with the Specific Plan and the 2020 Indio General Plan.

The zoning designations for the Approved Festival Site north of Avenue 50 and adjacent land is Country Estates Indio Ranchos (CEIR-1 and CEIR-2). The portion of the Approved Festival Site located south of Avenue 50, and adjacent land, is zoned Country Estates with a minimum lot size of 2 acres (CE-2), Country Estates Planned Development (CE-PD), and Mobile Home Park District (MH-PD). The portion of the Approved Festival Site and Approved Overlay Zone located east of Monroe Street is zoned CE-2. Through the adoption of Ordinance 1628, Ordinance 1629, and the Approved Permit, the Approved Project was determined consistent with the zoning designations by authorizing live entertainment events with more comprehensive regulation than required through the City's Zoning Code temporary use permit process. With the adoption of Ordinance 1628, the Approved Overlay Zone was added as a zoning overlay to this portion of the City.

Festival Plan Feature **FPF Land Use-1** (see page 3.3-3) as identified in the Final EIR minimizes potential land use and planning impacts within and adjacent to the Approved Festival Site. **FPF Land Use-1** required nine different Operations Plans for the Festival events and required to be prepared and annually and submitted to the City and the Fire and Police Departments for review and approval prior to the commencement of Festival events. The Operations Plans addressed public safety, transportation and traffic management, public services, on-site camping, and communications with residents of the neighborhoods around the Approved Festival Site. The Approved Permit was determined to be consistent with Ordinance 1628 as the number of events, maximum daily attendance size, size of the Approved Festival Site, and the term of the Approved Permit was within the limits defined in Ordinance 1628. Land use and planning impacts were identified to be less than significant.

The temporary increase in economic activity generated by the Festival events on an annual basis would not generate permanent employment opportunities that would result in population growth in the City of Indio or the Coachella Valley that would be inconsistent with Southern California Association of Governments (SCAG) Growth Forecasts. The Approved Project was determined consistent with applicable regional planning policies adopted by SCAG planning policies and impacts were identified to be less than significant.

A number of specific development projects planned within the City and adjacent communities that may be constructed between 2014 and 2030 were considered in the assessment of potential cumulative land use impacts. However, the majority of the related projects were comprised of smaller infill projects within the cities of Indio and La Quinta. Accordingly, no significant cumulative land use impacts would occur because many of these projects were smaller in scale, nature, and use to existing and surrounding land uses.

1. Festival Plan Features Identified in the Final EIR

The Approved Permit requires that Operations Plans for Festival events be submitted annually to the City for review and approval prior to the commencement of Future Festival events. The specific content of each Operations Plan may evolve over time to provide flexibility in the planning of each Festival event, allow for improvements to operations, and reflect changing technology. The Operations Plans required for all Festival events include the following:

- Private Security Plan;
- Private Emergency Medical Services Plan;
- Transportation Management Plan;
- Camping Plan;
- Waste Management Plan; and
- Neighborhood Resident Communication Plan.

In addition to these Operations Plans prepared by the Festival Operator, the Fire and Police Departments prepare the following Operations Plans for public safety services provided by the City and coordinated with the Festival Operator:

- Police Department Operations Plan;
- Fire Department Incident Plan; and
- Emergency Plan.

FPF Land Use-1 The Festival Operator will coordinate with the Fire and Police Departments in the preparation and implementation of the (1) Police Department Operations Plan; (2) Fire Department Incident Plan; and (3) Emergency Plan for the Future Festivals to ensure the Future Festivals are operated in a manner that minimizes the effects of these events on surrounding land uses.

The Festival Operator will prepare and submit the following Operations Plans for review and approval to the City to ensure the Future Festivals are operated in a manner that minimizes the effects of these events on surrounding land uses: (4) Private Security Plan; (5) Private Emergency Medical Services Plan; (6) Transportation Management Plan which includes a Shuttle Plan; (7) Camping Plan; (8) Waste Management Plan; and (9) Neighborhood Resident Communication Plan.

C. EXISTING CONDITIONS

1. City of Indio

As described above, Ordinance 1628 established the Approved Overlay Zone to provide for the long term permitting and regulation of Festival event uses within the Specific Plan area and adjoining properties within the Approved Overlay Zone to continue viability of the Approved Project, promotion of the City as an international Festival venue, and continued protection of the community's health, safety and public welfare. Existing uses within the City of Indio surrounding the Modified Festival Site have not significantly changed since approval of the Music Festivals Plan Project. Existing uses generally consist of residential uses, including single family homes, residential neighborhoods, mobile home parks, RV resorts, undeveloped vacant land, and golf courses, as shown in **Figure 2.0-2.**

The Modified Project would add approximately 41.8 acres of land located within the Approved Overlay Zone to the Approved Festival Site. The new festival areas would be utilized for support services, general day parking, camping, and taxi/Uber services. The land use designation for the Modified Festival Site is CE with CE designations to the northwest, north, and east of the Modified Festival Site. The zoning designation for the Modified Festival Site is CE-PD, CE-2, CEIR-1 and CEIR-2, and MH-PD.

The portion of the Modified Festival Site located north of Avenue 50 and south of Avenue 49 consists of mostly undeveloped land and vacant, abandoned buildings. The adjacent area located north of Avenue 50, east of Lundberg Lane, and west of Monroe Street consist of large parcels that are sparsely developed, containing approximately ten single-family homes. The Mountain View Elementary School is located on the northeast corner of Hjorth Street and Avenue 50. Single-family homes are located north of the school and south of Avenue 49 to the east of the Modified Festival Site, as shown in **Figure 2.0-2**.

Existing uses between Avenue 50, Monroe Street, Avenue 52, and Madison Street include the Eldorado and Empire Polo Clubs and associated grounds and facilities, several single family residential homes, a veterinary clinic, the La Canada Mobile Estates, and the La Quinta Ridge Mobile Home Park.

2. City of La Quinta

The City of La Quinta 2035 General Plan designates the area south of the Modified Festival Site as Low Density Residential with both a Low Density Agriculture/Equestrian Residential Overlay and an Equestrian Overlay. The area west of the Modified Festival Site is designated as Very Low Density Residential uses with an Equestrian Overlay. Existing uses within the City of La Quinta surrounding the Modified Festival Site have also remained largely unchanged and include the Rancho Santana residential neighborhood located south of Avenue 52 between Monroe Street and Madison Street, the Hideaway and Madison Golf Communities west of Rancho Santana south of Avenue 52, and the La Quinta Polo Estates, Mountain View Country Club, Stonefield Estates, and the Madison Estates west of Madison Street south of Avenue 50, as shown in **Figure 2.0-2**.

3. County of Riverside

The area located south of Avenue 52 and east of Monroe Street consists of the unincorporated community of Vista Santa Rosa. The area is largely undeveloped, containing only a few single-family homes on large parcels.

D. ANALYSIS OF THE MODIFIED PROJECT

The Modified Project would increase the size of the Approved Festival Site by approximately 41.8 acres within the Approved Overlay Zone to accommodate the proposed increase in maximum daily attendance, by adding Support Areas, Camping Areas, General Admission Parking Areas, a Shuttle Operation, a Drop-off/Pickup Area, and a Taxi/Uber Area, and increasing the size of the Performance Area, as indicated in **Table 2.0-1** and shown in **Figure 2.0-3**. The Modified Project would also change the use of approximately 98.0 acres within the Approved Festival Site to accommodate the proposed increase in the maximum daily attendance. As shown in **Figure 2.0-3**, areas currently designated for the Performance Area, General Admission Parking Area, and Support Areas would be New Support Areas, New Performance Area, New General Admission Parking Areas, and a Taxi/Uber Area.

The uses being converted within the Approved Festival Site and the new uses added within the Approved Overlay Zone are consistent with the Approved Overlay Zone and no impacts would occur. Accordingly, the use of these areas for Festival events would not result in any significant land use impacts. The Modified Project would not result in new significant land use and planning impacts or result in a substantial increase in the severity of previously identified significant impacts.

1. General Plan Consistency

The Modified Project would (1) amend the definition of a Major Music Festival Event in Ordinance 1628 to increase the maximum permitted daily attendance level up to 125,000 people; (2) modify the Major

Music Festival Event Permit to authorize the Modified Attendance Levels and expand the Approved Festival Site to the Modified Festival Site; and (3) amend the Approved Development Agreement (Ordinance 1629) to update the definition of the Festival Site to match the Modified Festival Site as proposed by including the 41.8 acres of land being added.

Ordinance 1628 requires a Major Music Festival Event Permit for Major Music Festival Events that encompass at least 500 acres of land designated CE in the 2020 Indio General Plan and provides ancillary uses to support the Major Music Festival Event. Pursuant to the requirements identified in Ordinance 1628, the Modified Project would be approximately 656 acres in size, located within the Approved Overlay Zone, and provide additional Support Areas, Camping Areas, General Admission Parking, and a Taxi/Uber Area. Therefore, the Modified Project would be consistent with Ordinance 1628 and the 2020 Indio General Plan. Accordingly, the Modified Project would not result in new significant impacts or result in a substantial increase in the severity of previously identified impacts.

2. Ordinance Consistency

The purpose of the Ordinance is to provide for the long-term permitting and regulation of Major Music Festival Events, as defined in the Ordinance, to ensure the continued viability of Major Music Festival Events at the Modified Festival Site, the promotion of the City as an international major music festival event venue, and the continued protection of the community's health, safety, and public welfare.

The Modified Permit would be consistent with the Modified Ordinance, as the number of events would be limited to five Festivals, maximum daily attendance of 125,000 people, and the 642.8-acre size of the Modified Festival Site would be within the limits defined in Modified Ordinance. The term of the permit would not be changed and would remain consistent with the Ordinance.

3. Permit Consistency

The Modified Project would include proposed modifications to the Approved Permit that would increase the size of the maximum all-inclusive daily attendance. No changes are proposed to the number of Festival events or length of Festival events.

The Festival Operator would continue to be required to submit nine Operations Plans for Festival events annually to the City for review and approval prior to the commencement of Festival events, as identified in **FPF Land Use-1**. Operations Plans would incorporate the proposed increase in daily maximum attendance for the Lower Attendance Festivals of 85,000 persons, and for the Higher Attendance Festivals of 125,000 persons. Compliance with **FPF Land Use-1** would ensure Festival events are operated in a manner that minimizes the effects of the Festival events on surrounding land uses to less than significant. The Operations Plans to be provided will address public safety, transportation and traffic management,

public services, on-site camping, and communication with residents of the neighborhoods around the Modified Festival Site.

The Modified Permit would be consistent with the requirements of Ordinance 1628 as the number of events and term of the Modified Permit would be within the limits defined in Ordinance 1628 and Ordinance 1629. Potential impacts associated with the Modified Project would be less than significant and would not result in new significant impacts or substantially increase the severity of previously identified significant impacts.

4. Development Agreement Consistency

The Modified Project would amend the definition of the Festival Site in the Approved Development Agreement to include the 41.8 acres of additional land within the Approved Overlay Zone being added to the Approved Music Festival Site and define the Festival Site as being 642.8 acres in size The Modified Permit would contain conditions of approval imposed by the City for the provision and reimbursement of necessary and supplemental municipal services to ensure safety, security and order at such events through an Agreement. The Modified Project provisions and reimbursement agreements would be scaled to meet the increased demand of the Modified Lower and Higher Attendance Festivals, consistent with the provisions identified in the Approved Development Agreement. Therefore, impacts would be less than significant and no new significant impacts would occur.

5. SCAG Regional Transportation Plan/Sustainable Communities Strategies

Similar to the Approved Project, the Modified Project would not generate permanent growth within the Coachella Valley, or within the SCAG boundaries. As mentioned previously, the Modified Project would increase the size of the Festival Site to accommodate the proposed increase in the maximum daily permitted attendance level to 125,000 persons. The economic activity generated by these events would support existing facilities in the Coachella Valley developed to support the visitor and tourism industries, such as hotels, motels and restaurants. These types of businesses are primarily dependent on seasonal demand. The Modified Festivals would increase the use of these facilities during what is historically the beginning and end of the traditional tourist and visitor season in the Coachella Valley (April/May in the spring) and (October/November in the fall). The increase in attendance would not permanently effect regional mobility and would remain consistent with transportation related policies. In addition, the Modified Project would utilize energy efficient generators for power on site, consistent with SCAG policies related to energy efficiency.

E. CUMULATIVE ANALYSIS

The Modified Project would increase the level of special event activity occurring at the Empire and Eldorado Polo Clubs on an annual basis. The Festivals would be held on consecutive weekends in Spring in April and early May following the end of the polo season. In addition, Festivals are also allowed on consecutive weekends in fall in October and early November. The temporary increase in activity on consecutive weekends five times a year would not be great enough to result in the development of additional tourist and visitor facilities that would result in cumulative land use impacts.

In addition, the Modified Project would be limited to five events and would not coincide with other major special events occurring in Indio. Any such events in the City of Indio would be subject to the issuance of temporary or special event permits as permitted by the applicable zoning and the General Plan. Special events in other communities in the Coachella Valley while the Festival events are taking place would be subject to the issuance of similar permits by these jurisdictions.

Specific development projects, which are in accordance with the applicable planning standards, that are planned within the City and adjacent communities are comprised of smaller infill projects within the Cities of Indio and La Quinta, with limited long-term land uses changes occurring in the vicinity of the Modified Festival Site. Accordingly, no significant cumulative land use impacts would occur because many of these projects will be similar in scale, nature, and use to existing and surrounding land uses.

3.4 NOISE

A. THRESHOLDS

As identified in the Final EIR, the City determined noise impacts to be significant if the project would cause:

a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

- Project operations cause the exterior noise levels at a lot property line for a noise-sensitive use to exceed 65 dBA CNEL where ambient noise levels are below 65 dBA CNEL. Project operations cause the ambient noise level measured at the property line of the affected noise-sensitive uses to increase by 3 dBA CNEL where the existing exterior noise level already exceeds the City's exterior noise standard.
- Project operations cause interior noise levels for a noise-sensitive use to exceed 45 dBA CNEL.
- Project operations cause the exterior average 10-minute noise level (Leq10) to increase 1.0 dBA over the ambient noise level measured at the property line of the affected noise-sensitive uses when the ambient Leq10 is greater than 45 dBA between the hours of 10:00 PM and 7:00 AM and 55 dBA between the hours of 7:00 AM and 10:00 PM.
- Project-related vehicular traffic causes the exterior noise level measured at the property line of the affected noise-sensitive uses to exceed 45 dBA between the hours of 10:00 PM and 7:00 AM and 55 dBA between the hours of 7:00 AM and 10:00 PM. If existing noise levels already exceed City standards, then an increase of 3 dBA on affected noise-sensitive receptors would constitute an impact.[1]
- Cumulative or Project-related vehicular traffic causes the exterior noise level measured at the property line of the affected noise-sensitive uses to increase by 3 dBA CNEL where the existing exterior noise level already exceeds the City's exterior noise standard.

b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

- Project operation activities cause groundborne vibration levels to exceed 80 VdB at the lot line for a sensitive use.

c) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

- Project operations cause exterior low frequency noise levels to exceed 65 dB when the sound pressure levels for the 50 Hz, 63 Hz, 80 Hz, and 100 Hz frequencies are combined together.

1 This threshold assumes an hourly Leq of 45 dBA between the hours of 10:00 PM and 7:00 AM and 55 dBA between the hours of 7:00 AM and 10:00 PM.

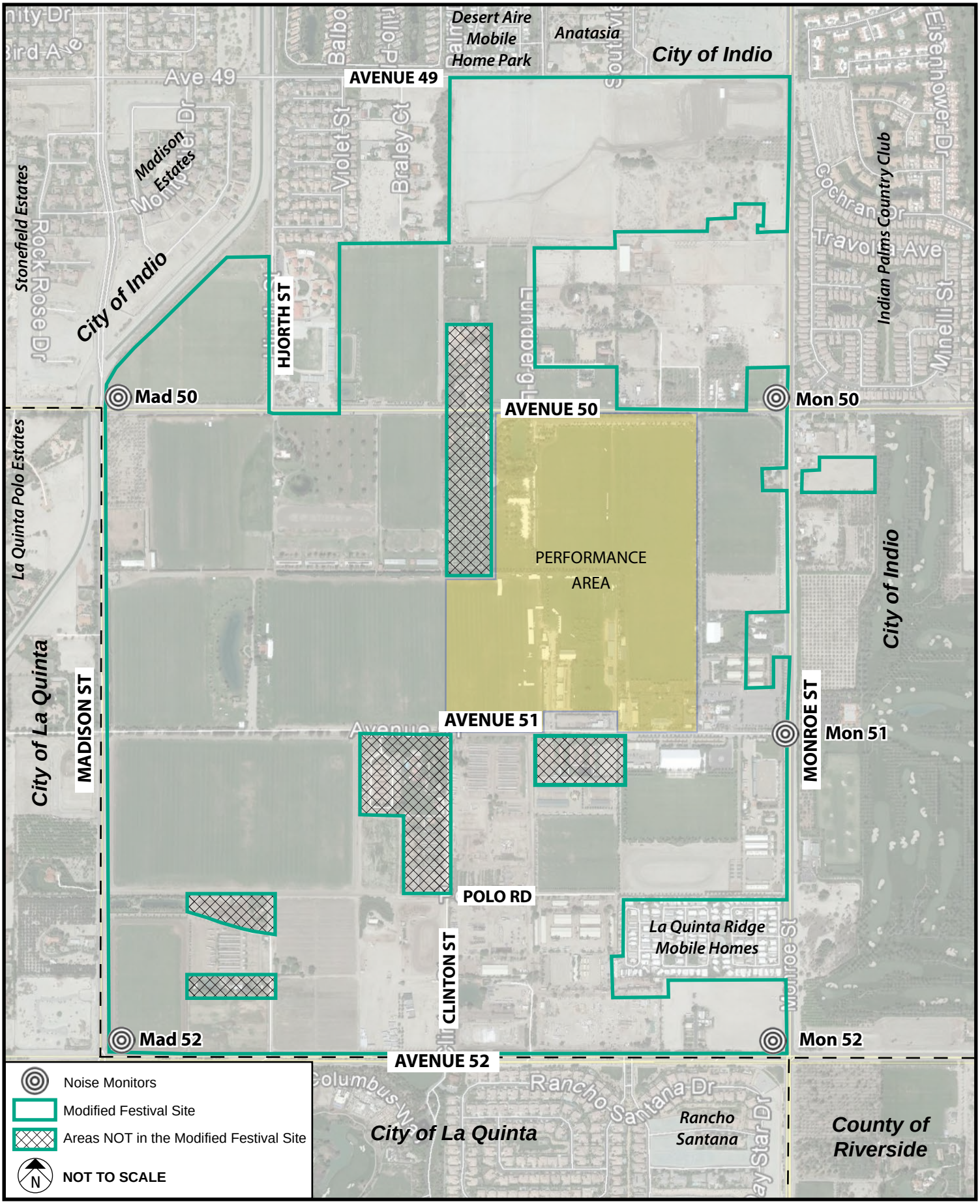
B. SUMMARY OF FINDINGS IN FINAL EIR

A Technical Noise Study was prepared by Meridian Consultants, LLC, in December 2012 (2012 Noise Report), which analyzed existing and future noise levels associated with all vehicular traffic, music performance sound, aircraft, pedestrians, generators, and fireworks to determine the impact of the Music Festivals Plan Project.

As identified in the Final EIR, land uses surrounding the Approved Festival Site that were affected by noise due to Approved Project operations included uses south of Avenue 52, west of Madison Street, north of Avenue 49 and east of Monroe Street. Existing residential neighborhoods in the City of La Quinta were located to the south and west; vacant property and residential uses to the north; a private golf club, vacant property, and some single family homes to the east. Given the sound fluctuations in Approved Project operations, the location of community areas and individual sensitive uses in relation to Approved Project operation sources, and various other parameters affecting noise attenuation such as masonry walls and residential dwelling units, the entirety of these communities and residential dwelling units did not experience noise impacts at the same levels.

As required in the 2012 and 2013 Special Event Permit, monitoring at five locations around the Approved Festival Site was conducted for the Music Festivals Plan Project. As shown in **Figure 3.4-1, Sound Monitoring Locations**, the five locations were at the intersections of Monroe Street/Avenue 50, Monroe Street/Avenue 51, Monroe Street/Avenue 52, Madison Street/Avenue 50, and Madison Street/Avenue 52. The highest and lowest recorded monitoring locations were analyzed for 24-hour Community Noise Equivalent Level (CNEL) noise levels. The measured ambient 24-hour noise levels were above the exterior noise levels identified in the City of Indio General Plan of 65 A-weighted decibels (dBA) and above the City of La Quinta Noise Ordinance of 55 dBA in the day (7:00 AM to 10:00 PM) and 45 dBA after 10:00 PM.

As identified in the Final EIR, operation of the Approved Project resulted in significant impacts at the Monroe Street/Avenue 50 and at the Madison Street/Avenue 52 locations. The Approved Project was projected to increase the 24-hour CNEL noise levels by 4.4 dBA at Monroe Street/Avenue 50 and by 3.9 dBA CNEL at Madison Street/Avenue 52 above ambient noise levels. In addition, Approved Project operations also resulted in significant interior noise levels at the Monroe Street/Avenue 50 location as they were projected to exceed the interior noise threshold of 45 dBA by 6.4 dBA. The 10-minute noise level averages were analyzed because the musical performances provided dynamic sound range over the course of a song and performance set. As identified in the Final EIR, noise levels during Approved Project operations were projected to exceed the ambient 10-minute average noise levels by 3 dBA or more during both the day and nighttime noise periods at each of the five monitoring locations and were projected to be greater than 45 dBA between 10:00 PM and 7:00 AM and 55 dBA between 7:00 AM and 10:00 PM. Impacts were identified as significant at all five monitoring locations.



SOURCE: Coachella Music Festival, LLC / Goldenvoice, LLC - 2015

FIGURE **3.4-1**

Meridian Consultants

Sound Monitoring Locations

028-004-15

The projected increase in CNEL levels attributable to Approved Project–related traffic along north/south roadways was 2.1 dBA CNEL, below the 3 dBA CNEL increase threshold when noise levels are above existing conditions. As such, 24-hour CNEL impacts were identified in the Final EIR to be less than significant along north/south roadways. As identified in the Final EIR, Approved Project–related traffic resulted in a projected increase of noise levels greater than 3 dBA CNEL along Avenue 50 from Jefferson Street to Madison Street and impacts were identified as significant. The remaining eastbound/westbound roadway noise did not increase above the 3 dBA CNEL over ambient conditions and impacts were identified as less than significant. Interior noise levels resulting from Approved Project–related traffic were projected below 35 dBA during the nighttime hours between 10:00 PM and 7:00 AM, which were under the interior threshold of 45 dBA.

The low frequency sound during the Approved Festivals resulted in levels above the noticeable noise level of 45 decibels (dB) for the average person. The Final EIR concluded that the Monroe Street/Avenue 52 location was projected to result in low frequency noise levels of 64.4 dB which was close to the identified threshold of 65 dB and was considered to result in a significant low frequency noise impact. The Monroe Street/Avenue 51 location was projected to be 65.8 dB and the Madison Street/Avenue 52 location was projected to be 66.8 dB, both of which exceeded the threshold of 65 dB. All three of these monitoring locations exceeded the threshold of 65 dB and were determined to result in significant low frequency noise impacts.

The analysis of vibration impacts addressed the potential for vibration impacts from water trucks traveling along the shoulder of the roadways immediately surrounding the Approved Festival Site and within the Parking Areas. A water truck at 50 feet generated approximately 77 velocity decibels (VdB). The number of occurrences were infrequent, less than 30 occurrences, during the day of each Festival event. The vibration levels generated by various vehicles during the Festival events were determined to be below the Federal Transportation Administration's vibration impact threshold of 80 VdB for residences. Vibration impacts were identified as less than significant in the Final EIR.

1. Festival Plan Features

The following features identified in the Final EIR were adopted with approval of the Music Festivals Plan Project.

FPF NOISE-1 The Festival Operator will not allow musical performances to start earlier than 11:00 AM each festival event day and will require musical performances to end by 1:00 AM on Saturday and Sunday and 12:00 midnight on Mondays during the Higher Attendance Festivals and 12:00 midnight Saturday, Sunday, and Monday for the Lower Attendance Festivals.

FPF NOISE-2 The Festival Operator will not allow sound checks before 10:00 AM on any day before or during each Future Festival.

FPF NOISE-3 The Festival Operator will not allow entertainment[2] in the Camping Areas to continue after 1:30 AM during any Future Festival.

FPF NOISE-4 The Festival Operator will coordinate with the Federal Aviation Administration (FAA) to issue a notice restricting aircraft from flying lower than 2,000 feet within 2 miles of the Future Festival Site for all Future Festivals. Contact information will be provided for the FAA through the Neighborhood Resident Communication Plan to facilitate reporting of any aircraft that is not observing the flight restriction.

FPF NOISE-5 The Festival Operator will provide signage along paths and sidewalks around the Future Festival Site which states "Concert patrons please be quiet and respectful of the surrounding neighboring residences," or some other similar language.

Additional instructions will also be provided in the Private Security Plan to instruct private security, or other staff, watching/patrolling neighboring residents to notify patrons to be respectful and quiet along these routes.

2. Mitigation Measure Identified for Final EIR

The following mitigation measure identified in the Final EIR was adopted with approval of the Music Festivals Plan Project:

MM Noise-1 The Festival Operator shall implement a Sound Management Program (SMP) to reduce off-site sound propagation while maintaining an appropriate and suitable sound environment for music performance at the Future Festivals. The SMP shall be prepared and provided to the City prior to the first Festival in 2014 and updated as needed to reflect changes in technology or Future Festival operations.

The initial SMP shall specify changes to the design and operation of the sound system for the primary outdoor stages, and other performance areas, including, but not limited to, the individual measures identified below:

2 Entertainment includes a movie, amplified music and a skating rink or such similar activities.

- Prevent performing artists from adding additional subwoofers to the loudspeaker system as designed and installed in order to maintain more control and predictability over low frequency sound levels.

- Implement a cardioid subwoofer configuration on the Main Stage for Conceptual Performance Area Layout 1 (Coachella Festival). This involves configuring the subwoofer loudspeaker array in such a way as to introduce cancellation and reduction of low frequencies radiated to the rear sides and rear of the subwoofer array.

- Implement a 'delayed arc' subwoofer configuration for Conceptual Performance Layout 2 (Stagecoach Festival). Implement a cardioid subwoofer configuration on the subwoofers in the Sahara dance tent at the Coachella Festival and any similar entertainment area at any Future Festival to create a directional configuration to reduce low frequency sound levels.

- Reduce the level of low frequency energy sent to the main hanging speaker arrays to minimize long distance propagation of low frequency noise.

- Use the latest technology available, such as 3D modeling with laser assisted focusing, to direct the sound system to optimize coverage within the audience area in front of each stage. This technology would utilize lasers and inclinometers in conjunction with measurements of the exact height the hanging speaker arrays on the sides of the Outdoor Stage to ensure precise accuracy in the setup. The accuracy is precise to 0.5 of a degree on the angles between hanging loudspeakers. This will minimize off-site sound levels by aiming and optimizing the sound produced in the audience area and will reduce the overall sound volume needed to produce high quality sound in the audience area.

- Conduct noise monitoring during the Future Festivals at the intersections of Monroe Street/Avenue 50, Monroe Street/Avenue 51, Monroe Street/Avenue 52, Madison Street/Avenue 50 and Madison Street/Avenue 52. Noise monitoring shall be conducted with equipment that reports live monitoring information remotely and has the capability to make audio recordings.

  - The maximum 10-minute average period shall not exceed 85 dBA at any of the five monitor locations during the Future Festivals.

  - Provide for the noise monitoring data to be reported live to the audio technicians operating the sound systems to allow for active monitoring of the sound pressure levels at different sound frequencies being radiated off site. Active monitoring by the sound engineers would allow for adjustments to be made during the events

to ensure off-site sound levels remain lower than 85 dBA over 10-minute average periods at all times.

  - The audio technicians shall make appropriate adjustments to reduce sound levels to ensure that the average 10-minute period does not exceed 85 dBA.

- Based on noise monitoring conducted at the Future Festivals in 2014, determine if the Sound Management Plan resulted in a 6 dB reduction in peak sound levels and a 3 dB reduction in average sound levels during musical performances from the sound levels for the Existing Festivals.

C. EXISTING CONDITIONS

1. Overall Noise Levels

Existing land uses around the Approved Festival Site consist of relatively low-density residential development on a relatively flat landscape and have not significantly changed since the approval of the Music Festivals Plan project. Primary sources of noise throughout the City of Indio are caused primarily by motor vehicle traffic on City streets, particularly major roadways.[3] Other noise generators in the City of Indio include those associated with commercial uses, including mechanical equipment, such as fans, motors, and compressors. These noise sources contribute to the ambient noise environment around the Approved Festival Site. Because the land uses and sources of noise have not significantly changed since certification of the Final EIR, it is reasonable to conclude that the ambient levels around the Festival Site identified in the Final EIR will have remained relatively unchanged.

2. Roadway Noise Levels

Existing land uses around the Festival Site consist of relatively low-density residential development on a relatively flat landscape. The primary noise source is traffic on streets in the area.

Traffic counts were taken in March 2015 at eight representative intersections along key roadway corridors in the surrounding area to verify that existing traffic volumes along the 37 roadway segments addressed in the Final EIR analysis had not changed substantially. As analyzed in the Final EIR, these 37 roadway segments were selected for the existing noise analysis based on their proximity to noise-sensitive uses and the volume of traffic near the Approved Festival Site. **Table 3.4-1, Existing North/South Roadway Noise Levels**, identifies the existing 24-hour CNEL and nighttime, or "Lnight," noise levels along north/south roadways adjacent to the Approved Festival Site. It should be noted that the lot line of the nearest sensitive receptors are located approximately 75 feet from the centerline of the roadway. Average vehicle speed over the course of 24 hours was 40 miles per hour.

3 City of Indio, *Existing Conditions Report for the City of Indio General Plan* (January 2015).

As shown in **Table 3.4-1**, the existing CNEL along roadways adjacent to the Approved Festival Site without the Project range from a high of 70.2 dBA along Madison Street between Avenue 52 to Avenue 54 to a low of 60.2 dBA along Madison Street south of Avenue 48. Furthermore, the existing CNEL along roadways in the surrounding area ranged from a high of 75.1 dBA along Jefferson Street north of Avenue 48 to a low of 59.6 dBA along Jackson Street between Avenue 50 and Avenue 52 without the Project.

Table 3.4-1
Existing North/South Roadway Noise Levels

Roadway Segment	Noise Level in dBA at 75 feet from Roadway Centerline	
	CNEL	Lnight
Roadways Adjacent to Approved Festival Site		
Madison St: South of Avenue 48	60.2	44.8
Madison St: North of Avenue 50	61.5	46.1
Madison St: Ave 50 to Ave 52	65.4	50.0
Madison St: Ave 52 to Ave 54	70.2	54.8
Hjorth St: Ave 48 to Ave 49	65.0	53.6
Monroe St: Ave 49 to Ave 50	62.6	45.3
Monroe St: Ave 50 to Ave 52	62.6	45.3
Monroe St: Ave 52 to Ave 54	60.5	43.3
Roadways in Surrounding Area		
Monroe St: North of Ave 48	68.6	51.4
Monroe St: Ave 48 to Ave 49	65.0	47.8
Jefferson St: Ave 48 to Ave 49	74.9	53.7
Jefferson St: north of Ave 48	75.1	53.8
Jefferson St: Ave 49 to Ave 50	74.0	52.7
Jefferson St: Ave 50 to Ave 52	74.0	58.6
Jefferson St: Ave 52 to Ave 54	72.7	57.3
Jackson St: Hwy 111 to Ave 48	70.5	53.7
Jackson St: Ave 48 to Ave 50	63.5	46.3
Jackson St: Ave 50 to Ave 52	59.6	42.3
Jackson St: Ave 52 to Ave 54	61.7	50.4

Note:
*Calculations are provided in **Appendix C.***
Right-of-way width for all listed roadways range from a minimum of 84 feet to 124 feet.
CNEL = Community Noise Equivalent Level; Lnight = average noise exposure during the hourly periods from 10:00 PM to 7:00 AM.

The existing nighttime roadway noise levels adjacent to the Approved Festival Site without the Project range from a high of 54.8 dBA along Madison Street between Avenue 52 and Avenue 54 to a low of 44.8 dBA along Madison Street south of Avenue 48. In addition, the existing CNEL along roadways in the

surrounding area range from a high of 58.6 dBA along Jefferson Street between Avenue 50 and Avenue 52 to a low of 42.3 dBA along Jackson Street between Avenue 50 and Avenue 52 without the Project.

Table 3.4-2, Existing East/West Roadway Noise Levels, identifies the existing 24-hour CNEL and nighttime noise levels along east/west roadways adjacent to the Approved Festival Site. As shown in **Table 3.4-2**, the existing CNEL along roadways adjacent to the Approved Festival Site without the Project range from a high of 71.9 dBA along Avenue 52 between Jefferson Street and Madison Street to a low of 56.5 dBA along Avenue 49, west of Monroe. Furthermore, the existing CNEL along roadways in the surrounding area ranged from a high of 73.3 dBA along Avenue 48, from Jefferson Street to Madison Street, to a low of 55.4 dBA along Avenue 49, from Jefferson Street to Madison Street without the Project.

Table 3.4-2
Existing East/West Roadway Noise Levels

Roadway Segment	Noise Level in dBA at 75 feet from Roadway Centerline	
	CNEL	Lnight
Roadways Adjacent to Approved Festival Site		
Avenue 49: West of Monroe	56.5	45.2
Avenue 50: Jefferson to Madison	66.4	49.2
Avenue 50: Madison to Monroe	59.6	48.2
Avenue 50: Monroe to Jackson	61.3	50.0
Avenue 52; Jefferson to Madison	71.9	56.5
Avenue 50: Madison to Monroe	70.7	49.5
Avenue 52: Monroe to Jackson	70.1	48.9
Roadways in Surrounding Area		
Avenue 48: Dune to Jefferson St	71.0	55.6
Avenue 48: Jefferson to Madison	73.3	57.9
Avenue 48: Madison to Monroe	68.3	57.0
Avenue 48: Monroe to Jackson	68.0	50.8
Avenue 48: Jackson to Calhoun	71.4	50.1
Avenue 49: Rancho La Quinta	67.0	55.6
Avenue 49: Jefferson to Madison	55.4	44.0
Avenue 50: Jess Anne to Jefferson	70.7	55.3
Avenue 50: Jackson to Calhoun	65.4	50.0
Avenue 52: Centrino to Jefferson	71.9	56.5
Avenue 52: Jackson to Calhoun	70.1	48.9

Note:
*Calculations are provided in **Appendix C.***
Right-of-way width for all listed roadways range from a minimum of 84 feet to 124 feet.

The existing nighttime roadway noise levels adjacent to the Approved Festival Site without the Project range from a high of 56.5 dBA CNEL along Avenue 52 between Jefferson Street to Madison Street to a low of 45.2 dBA along Avenue 49 west of Monroe Street. In addition, the existing CNEL along roadways surrounding the area range from a high 57.9 dBA along Avenue 48 from Jefferson Street to Madison Street to a low of 44.0 dBA along Avenue 49, from Jefferson Street to Madison Street without the Project.

3. Aircraft Noise Levels

The Approved Project, and prior Festival events, have resulted in an increase in air traffic in previous years in the vicinity of the Approved Festival Site by small aircraft towing advertising banners and other aircraft. For the Festival events, the Federal Aviation Administration (FAA) issued a Notice to Airmen (NOTAM) in 2012 that aircraft should not fly below 2,000 feet when within a 2-mile radius of the site. While there should be no flyovers because of this NOTAM, flyovers may occur if a pilot does not operate in compliance with this restriction, and for this reason noise does occur from occasional flyovers during Festival events.

4. Vibration Conditions

Based on field observations, the primary source of existing groundborne vibration in the vicinity of the Approved Festival Site is vehicle traffic on local roadways. According to the Federal Transit Administration (FTA),[4] typical road traffic induced vibration levels are unlikely to be perceptible by people. Trucks and buses typically generate groundborne vibration velocity levels of approximately 63 VdB (at 50 feet distance), and these levels could reach 72 VdB when trucks and buses pass over bumps in the road. A vibration level of 72 VdB is above the 60 VdB level of perceptibility.

D. ANALYSIS OF THE MODIFIED PROJECT

The Modified Project would increase the size of the Approved Festival Site by approximately 41.8 acres within the Approved Overlay Zone to accommodate the proposed increase in maximum daily attendance. The Modified Project would include additional Support Areas, Camping Areas, General Admission Parking Areas, an expanded Shuttle Operation, a Drop-off/Pickup Area, and relocation of the Taxi/Uber/Lyft Area, and increase the size of the Performance Area, as indicated in **Table 2.0-1** and shown in **Figure 2.0-3.** In addition, the Modified Project would change the use of approximately 98.0 acres within the Approved Festival Site to accommodate the proposed increase in the maximum daily attendance. As shown in **Figure 2.0-3**, areas currently designated for the Performance Area, General Admission Parking Area, and Support Areas would be New Support Areas, New Performance Area, New General Admission Parking Areas, and the relocated Taxi/Uber/Lyft Area.

4 Federal Transit Administration, *Transit Noise and Vibration Impact Assessment*, 2004.

1. Performance Area Layout

As part of the modification of the Approved Permit, the layout of the Performance Area would be modified for both the Modified Higher Attendance Level and Modified Lower Attendance Level, as shown in **Figure 3.4-2, Conceptual Modified Higher Attendance Sound Stage Layout,** and **Figure 3.4-3, Conceptual Modified Lower Attendance Sound Stage Layout. Figure 3.4-4, Higher Attendance Sound Stage Layout in Relation to Surrounding Uses** and **Figure 3.4-5, Lower Attendance Sound Stage Layout in Relation to Surrounding Uses** show these Performance Area Sound Stage Layouts in relation to surrounding uses.

Figures 3.4-2 and **3.4-3** show the sound propagation pattern for the Modified Project with the different stage configurations proposed at these two festivals. In both configurations, the Main Stage is oriented, and would continue to be oriented for the Festival events, to the south and west. The Outdoor Stage oriented to the southwest at the Modified Higher Attendance Events uses a sound system with one fifth of the power of the Main Stage system. The smaller performance areas located in tents also use much smaller sound systems than the Main Stage. Due to the size of the Main Stage sound system, the majority of sound generated during music performances at the Modified Higher Attendance Events would travel in a southerly direction that widens to the west and east the further south the sound travels. The low frequency sound generated by these sound systems is less directional than the higher frequency sound. The Main Stage, Outdoor Stage, and smaller sound stages would remain unchanged for the Modified Higher Attendance Events when compared to the Approved Project. The Main Stage and smaller stages would remain unchanged for the Modified Lower Attendance Events when compared to the Approved Project.

Consistent with the design of the Approved Project layout, loudspeakers would be mounted on the stage decks and delay loudspeaker clusters would be set up in front of the stages in order to provide a more uniform sound field in the Performance Area. All sound systems would be designed and operated to produce a sound level of 105 dB(A) at the front of house (FOH), an equipment area where music is mixed for the audience. The FOH is located approximately 150 feet from the front of the main outdoor stages. Loudspeaker arrays would be suspended from inside tent structures containing the smaller stages (identified as Gobi, Mojave, and Sahara for the Higher Attendance Events and Mustang and Palomino for the Lower Attendance Events on **Figures 3.4-2** and **3.4-3**). These elements would remain unchanged for the Modified Project.

As illustrated in **Figure 3.4-2**, the Performance Area would be expanded for the Higher Attendance Events to the south and would include an additional performance stage similar in size to the Outdoor Stage. This new stage would be oriented to the northeast with the five original stages remaining similar to the orientation illustrated for the Approved Festival Site configuration. As discussed in detail below, the sound system from the Main Stage accounts for the majority of the musical performance noise due to the size of the sound system and the minimal amount of sound contribution from the other stages to the overall sound level.

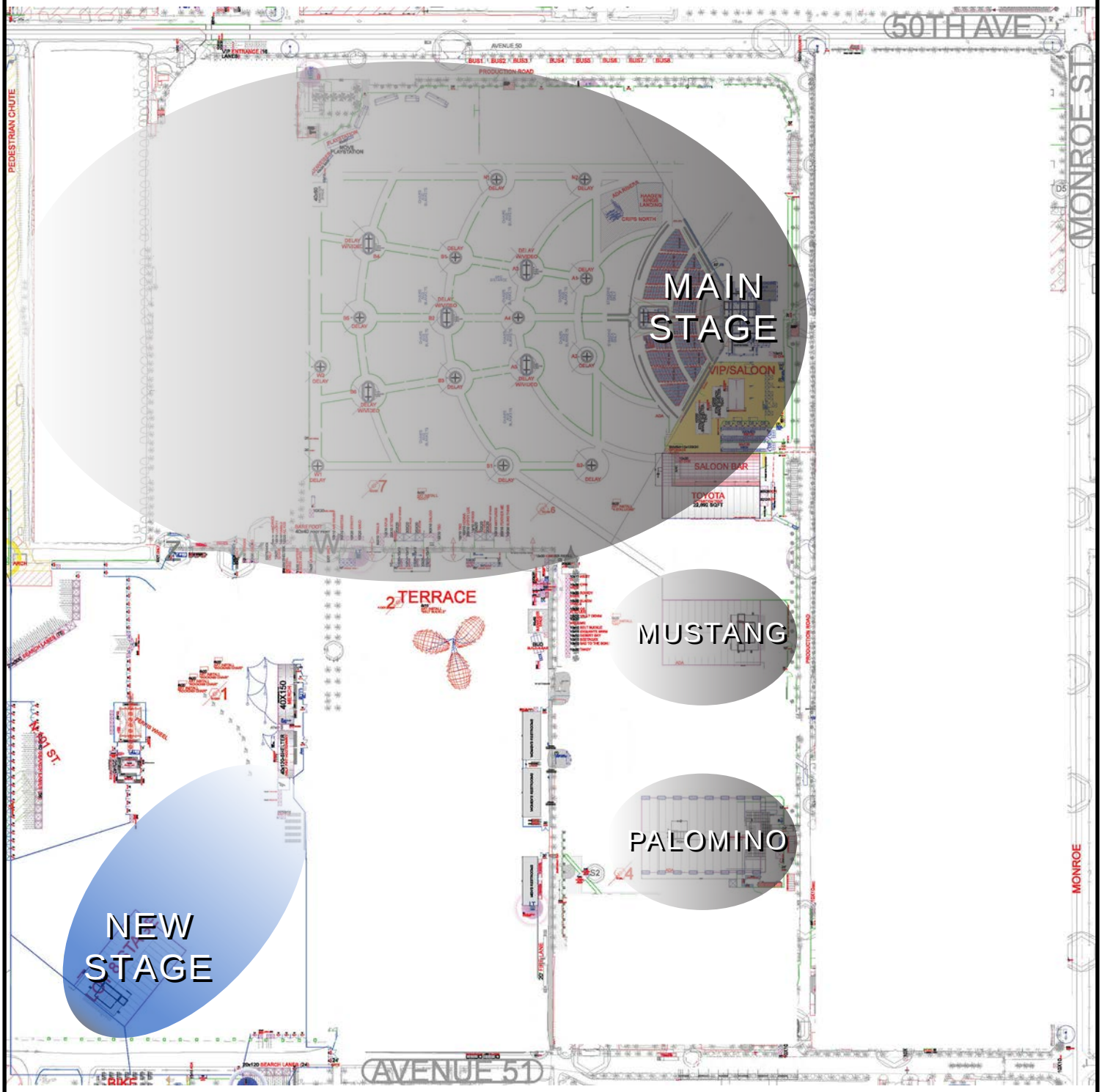
SOURCE: Coachella Music Festival, LLC / Goldenvoice, LLC.

FIGURE **3.4-2**

Meridian Consultants

Conceptual Modified Higher Attendance Sound Stage Layout

028-004-15



SOURCE: Coachella Music Festival, LLC / Goldenvoice, LLC.

FIGURE **3.4-3**

Meridian Consultants

Conceptual Modified Lower Attendance Sound Stage Layout

SOURCE: Google Earth - 2016; Coachella Music Festival, LLC / Goldenvoice, LLC - 2016

FIGURE **3.4-4**

Meridian Consultants

Higher Attendance Sound Stage Layout in Relation to Surrounding Uses

028-004-15

SOURCE: Google Earth - 2016; Coachella Music Festival, LLC / Goldenvoice, LLC - 2016

FIGURE **3.4-5**

Meridian Consultants

Lower Attendance Sound Stage Layout in Relation to Surrounding Uses

028-004-15

The sound system for the new stage would be directed to the northeast and would include a series of distributed loudspeaker arrays from the stage to ensure coverage of the audience area in front of the stage, similar to the configuration of the sound system for the Outdoor Stage directed to the southwest. The sound system for the new stage would be one-fifth of the power of the Main Stage system and contain the same number of loudspeaker arrays as the Outdoor Stage. This sound system is designed to serve an audience area that extends approximately 800 feet in front of the stage in order to not interfere with the sound from performances on the Main and Outdoor Stages. This new audience area is fully contained in the Performance Area and located 2,500 feet west from the edge of the site. See **Figure 2.0-3** and **Figure 3.4-1** for the relationship between the Performance Area and the entire Modified Festival Site.

Similar to the Approved Project and monitored data from the 2015 Festivals, the use of speaker delay clusters would reduce the potential of maximum sound levels during other scheduled performances. The sound system for the new stage would be one-fifth of the power of the Main Stage system, contain the same number of loudspeaker arrays as the Outdoor Stage, and extend approximately 800 feet in front of the stage in order to not interfere with performances on the Main and/or Outdoor Stages.

As illustrated in **Figure 3.4-3** the new stage for the Modified Lower Attendance Events would be oriented to the northeast with the three original stages to remain similar to the orientation illustrated for the Approved Festival Site configuration. This new stage would have a similar sound stage system as those used for the 2015 Festivals. As mentioned previously, the sound system from the Main Stage accounts for the majority of the musical performance noise due to the size of the sound system and the minimal amount of sound contribution from other stages to the overall sound level. The Main Stage would remain unchanged for the Modified Lower Attendance Events as described for the Approved Project. Again, due to its location, orientation and the size of the sound system, noise from the new stage would stay within the Modified Lower Attendance Level Performance Area and would not add to the peak noise levels experienced by any surrounding off-site uses.

2. Generation of Noise Levels in Excess of Standards

a. Music Performance Analysis

The methodology to analyze music performance noise levels from the Modified Project follows the methodology utilized in the Final EIR. As identified in the Final EIR, the Approved Project considered 2 scenarios to determine potential noise level impacts from music performances. The first scenario analyzed performances on all stages at once, with maximum power. This scenario was rejected as unrealistic because the performances are scheduled to avoid overlap and not all performances occur at maximum sound levels at the same time on a regular basis. The second scenario, which was used to analyze music performance sound levels during Approved Project festivals, was based on the sound produced by the sound system for the Main Stage only at the Coachella Festival as it is the largest and the dominant noise

source. The Main Stage only scenario was confirmed by data in the Final EIR, and as such, the monitoring data from the 2012 Festivals was used to analyze potential noise impacts from music performances for the Approved Project.

Similar to the methodology in the Final EIR, the potential noise levels from music performances were analyzed based on the Main Stage only scenario for the Modified Project for the following reasons. The Modified Project sound system for the five stages would include the maximum number of main loudspeakers and delay clusters for the size and configuration of the audience areas in front of all the stages, similar to the Approved Project. The new stage would also reflect the maximum number of main loudspeakers and delay clusters for the size and configuration of the audience areas in front of the stage. The number of loudspeakers and delay clusters would be similar to the Outdoor Stage directed to the southwest. As discussed previously, the sound system for the Main Stage would use the greatest number of speakers and would produce the highest amount of sound energy at the Festival events. The Main Stage sound system for the Modified Project would include the same number of loudspeakers and delay clusters as the Main Stage for the Approved Project.

The sound system from the Approved Project, specifically from the 2015 Festivals, would remain the same for the Modified Project except for the new stage directed to the northeast. Based on the methodology and conclusion that the Main Stage would operate under conditions similar to those under the Approved Project, sound generated from the Main Stage would continue to be the primary music performance sound to leave the Performance Area and travel to the south. In addition, the low frequency sound generated by the Main Stage is less directional than the higher frequency sound and would be noticed to the northwest, northeast, west, and east as it travels from the stage. This would limit the sound generated from the new stage sound system to the area extending to the northeast 800 feet in front of the stage in order to not interfere with performances on the Main and/or Outdoor Stages (as shown in **Figure 3.4-2** and **3.4-3**). Sensitive receptors to the north, northeast, east and southwest of the Performance Area, therefore, would not experience sound generated from the new stage and would continue to notice the sound generated from the Main Stage. Consequently, the new stage would not impact measured sound levels at the nearest monitoring locations, Monroe Street and Avenue 50, Monroe Street and Avenue 51, and Monroe Street and Avenue 52. Therefore, the projected overall sound system from the Performance Area for the Modified Project would generate similar off-site sound levels as the Approved Project.

Land uses surrounding the Modified Festival Site that are affected by noise due to Festival operations have not significantly changed since the Approved Project. Existing sensitive uses are located south of Avenue 52, west of Madison Street, north of Avenue 49 and east of Monroe Street. These uses include residential neighborhoods in the City of La Quinta to the south and west; vacant property and residential uses to the north; a private golf club, vacant property, and some single-family homes to the east.

b. 2015 Monitoring Data

A summary of the average sound level at each of the five monitoring locations over each day of the 2015 Festivals is presented below. A more detailed summary is presented in **Appendix B** and **Appendix C, Noise Technical Study Update** to this Addendum. The sound data was collected during the 2015 Festivals over three consecutive weekends from April 10, 2015, through April 26, 2015.

The Final EIR indicated that the projected average 24-hour CNEL noise levels for the Approved Project ranged from 68.7 dBA to 76.4 dBA. Projected 10-minute averages ranged from 53.4 to 80.6 dBA for the Approved Project. The projected low frequency noise levels ranged from 61.5 dB to 66.8 dB for the Approved Project.

As shown in **Appendix B** to **Appendix C**, the average 24-hour CNEL over the course of the 2015 Festivals ranged from 65.1 dBA to 76.1 dBA at all locations. The average 10-minute sound levels over 24 hours at the five stationary meter locations during the 2015 Festivals ranged from a low of 54.1 dBA to a high of 79.7 dBA. The highest recorded 10-minute low frequency averages during the 2015 Festivals occurred on Saturday, April 11, and indicated that the combined 50 Hz, 63 Hz, 80 Hz, and 100 Hz frequencies for each location were below 65 dB. As required by the SMP, the 2015 Festival incorporated changes to the overall sound system to reduce off-site noise levels. The 2015 Festival monitoring data confirms that the projections in the Final EIR were fairly accurate and that overall noise during a Festival Event measurably decreased.

24-Hour CNEL Noise Analysis

As identified in the Final EIR, the Approved Project resulted in a significant 24-hour CNEL noise level impact to sensitive receptors at the two analyzed monitoring locations: Monroe Street/Avenue 50 and Madison Street/Avenue 52.

As indicated in the Final EIR, 24-hour noise levels ranged from 72 dBA along Avenue 50 to 67 dBA along Avenue 52, above the exterior noise levels identified in the City of Indio General Plan of 65 dBA CNEL. The changes in a noise level of less than 3 dBA are not typically noticed by the human ear.[5] Changes from 3 to 5 dBA may be noticed by some individuals who are extremely sensitive to changes in noise. An increase of greater than 5 dBA is readily noticeable, while the human ear perceives a 10 dBA increase in sound level to be a doubling of sound volume.

5 U.S. Department of Transportation, Federal Highway Administration, Fundamentals and Abatement of Highway Traffic Noise, (Springfield, Virginia: U.S. Department of Transportation, Federal Highway Administration, September 1980), p. 81.

As previously discussed, ambient levels have generally remained the same around the Festival Site since certification of the Final EIR. The typical ambient noise levels along the northern portion of the site are 72 dBA CNEL. The Approved Project resulted in an increase of 4.4 dBA CNEL higher than ambient noise levels at Monroe Street and Avenue 50. The projected overall sound leaving the Performance Area during the Modified Project, with implementation of mitigation already identified in the Final EIR, would result in similar levels as those projected in the Final EIR. Therefore, the Modified Project's projected noise levels along the northern portion of the site would remain similar to, and consistent with, the Approved Project's projected 24-hour CNEL noise level of 76.4 dBA. Similar to the Approved Project, the projected increase above ambient under the Modified Project would not be substantially greater than under the Approved Project. Furthermore, because the ambient noise levels have remained consistent over the years, the Modified Project would not result in a substantial increase in the severity of the significant impact.

The Final EIR identified an interior noise level of 51.4 dBA CNEL after building insulation with windows closed along the northern portion of the site. The projected overall sound leaving the Performance Area during the Modified Project, with implementation of mitigation already identified in the Final EIR, would result in similar levels as those projected in the Final EIR. Therefore, the Modified Project's projected noise levels along the northern portion of the site would remain similar to, and consistent with, the Approved Project's projected 24-hour CNEL interior noise level of 51.4 dBA. Therefore, the Modified Project would continue to result in a similar significant interior noise impact and would not result in a substantial increase in the severity of the impact.

Ambient noise levels along the southern portion of the site are 67 dBA CNEL. The Approved Project resulted in an increase of 3.9 dBA CNEL higher than ambient noise levels at Madison Street and Avenue 52. As previously discussed, the overall sound leaving the Performance Area during the Modified Project, with implementation of mitigation already identified in the Final EIR, would result in similar levels as those projected in the Final EIR. Therefore, the Modified Project's projected noise levels along the southern portion of the site would remain similar to, and consistent with, the Approved Project projected 24-hour CNEL noise levels of 67.5 dBA. Similar to the Final EIR, the projected increase above ambient under the Modified Project would not be substantially greater than under the Approved Project. Furthermore, because the ambient noise levels have remained consistent over the years, the Modified Project would not result in a substantial increase in the severity of the significant impact.

c. Average 10-Minute Noise Analysis

The Final EIR identified significant 10-minute average noise level impacts to sensitive receptors at all monitoring locations. As indicated in the Final EIR, ambient 10-minute average noise levels ranged from 42 to 80 dBA and have generally remained the same around the Festival Site since certification of the Final EIR.

As previously discussed, the Modified Project sound system would be set up similar to the Approved Project and the new stage would not add to the peak noise levels experienced by any surrounding off-site uses. Similar to the Approved Project, the Modified Project is projected to exceed ambient by 9 to 15 dBA during the day and 7 to 18 dBA during the nighttime periods. The Modified Project's projected noise increases would be more than 1 dBA above ambient, exceed the threshold of 55 dBA Leq10 between 7:00 AM and 10:00 PM, and exceed the threshold of 45 dBA Leq10 between 10:00 PM and 7:00 AM. Therefore, it is anticipated that significant day and nighttime noise impacts would continue to occur with the Modified Project with implementation of mitigation measure Noise-1 already identified in the Final EIR. Similar to the Final EIR, the projected increase above ambient under the Modified Project would not be substantially greater than under the Approved Project. It should be noted that the implementation of the SMP during the 2015 Festivals did lower 10-minute average noise levels around the Festival site up to 6 dBA during the daytime and nighttime periods. No new impacts or a substantial increase in the severity of an impact would occur.

d. Low Frequency Noise

The average person starts to detect low frequency noise levels above 45 dB.[6] Exterior low frequency noise levels which exceed 65 dB when the sound pressure levels for the 50 Hz, 63 Hz, 80 Hz, and 100 Hz frequencies are combined together at the noise monitor locations would be perceptible by the average person. The Final EIR indicated that the Approved Project did exceed the 65 dB threshold at 2 locations, Monroe Street/Avenue 51 and Madison Street/Avenue 52, and projected close to the 65 dB threshold at Monroe Street and Avenue 52. As previously discussed, the Modified Project sound system would be set up similar to the Approved Project and the new stage would not add to the peak noise levels experienced by any surrounding off-site uses. Therefore, it is anticipated that low frequency impacts would continue to occur with the Modified Project with implementation of mitigation measure Noise-1, similar to the Approved Project. It should be noted that the implementation of the SMP during the 2015 Festivals did lower low frequency noise levels at these three locations by 4 dB. Therefore, a substantial increase in the severity of previously identified impact would not occur.

e. Sound Checks

As part of the Modified Project and discussed in **Section 2.0**, the Festival Operator has requested that FPF Noise 2 be modified to allow sound checks after 10:00 AM on any day before each Festival event and after 8:00 AM on any day during each Festival event. Currently, sound checks are not allowed to occur before 10:00 AM on any day before or during each Festival event. On the days before the festivals performances

6 The threshold of audibility for low frequency noise levels is 45.3 dB when the 50 Hz, 63 Hz, 80 Hz, and 100 Hz frequencies are combined.

are held, there is sufficient time available after 10:00 AM to conduct sound checks throughout the day. On the days of the festivals are held, the public is admitted at 11:00 AM and there is not sufficient time available between 10:00 and 11:00 AM for performers to conduct sound checks. The Applicant is requesting this change for this reason.

As stated previously, the Main Stage has the largest sound system and is the dominant source of noise within the Modified Festival Site. Consequently, sound checks performed at this stage would generate higher noise levels when compared to the other stages. The Festival Operator is not allowed to operate sound checks before 10:00 AM on any day before or during each Festival event. Under the Modified Project, sound checks would be permitted intermittently at one stage at a time after 10:00 AM on any day before each Festival event and after 8:00 AM on any day during each Festival event. As shown in Figure 15 in the 2012 Noise Report (Appendix 4.4 of the Final EIR), sound check noise levels from the Main Performance Area would attenuate to approximately 69 dBA to the residences south of the Festival Site along Avenue 52. Average ambient 10-minute sound levels within the vicinity of Monroe Street and Avenue 52 ranged from 42 dBA to 80 dBA. Therefore, noise levels from intermittent sound checks that would occur earlier during Festival event days would be within ambient noise levels currently existing at the Modified Festival Site. No new significant impacts or a substantial increase in previously identified impacts would occur.

3. Roadway Noise

Motor vehicle traffic is the largest noise generator throughout the City. The existing noise levels already exceeds the City's exterior noise standard of 65 dBA CNEL at the property lines, thus an increase of 3 dBA CNEL or more over existing levels would result in significant impacts. As shown in **Table 3.4-3, Modified Festivals (2017) North/South Roadway Noise Levels**, CNEL increases resulting from the Modified Project–related traffic traveling northbound/southbound range from a low of 0.0 dBA (along several locations throughout the City) to a high of 1.8 dBA (Jackson Street between Avenue 50 and Avenue 52) 75 feet from the middle of the roadway. The sound level generated by outbound traffic along Jackson Street between Avenue 50 and Avenue 52 would not result in a noticeable change in sound volume by residential uses along Jackson Street. Noise level increases along roadway segments would be less than 3 dBA CNEL, and as such, impacts would be less than significant.

Nighttime (Lnight) noise increases resulting from Modified Project–related traffic traveling northbound/ southbound range from a low of 0.0 dBA (several locations throughout the City) to a high of 1.9 dBA (Jackson Street from Avenue 50 to Avenue 52) 75 feet from the middle of the roadway. It is important to note that proposed outbound travel routes would utilize Jefferson Street, Monroe Street, and Jackson Street at an average speed of 25 miles per hour. Noise level increases along roadway segments would be less than 3 dBA CNEL, and as such, impacts would be less than significant.

The normal noise attenuation provided by a wood frame residential structures with closed windows is approximately 25 dB.[7] As such, the indoor noise levels generated by Modified Project traffic would be reduced approximately 25 dBA. Impacts would be less than significant. No new significant impacts would occur along north/south roadways.

Table 3.4-3
Modified Festivals (2017) North/South Roadway Noise Levels

Roadway Segment	Noise Level in dB(A) at 75 ft. from Roadway Centerline					
	Existing Conditions - CNEL	Project Conditions - CNEL	CNEL Change	Existing Conditions – Lnight	Project Conditions Lnight	Lnight Change
Roadways Adjacent to Modified Festival Site						
Madison St: South of Avenue 48	60.2	60.2	0.0	44.8	44.8	0.0
Madison St: north of Avenue 50	61.5	61.5	0.0	46.1	46.1	0.0
Madison St: Ave 50 to Ave 52	65.4	65.4	0.0	50.0	50.0	0.0
Madison St: Ave 52 to Ave 54	70.2	70.2	0.0	54.8	54.8	0.0
Hjorth St: Ave 48 to Ave 49	65.0	65.0	0.0	53.6	53.6	0.0
Monroe St: Ave 49 to Ave 50	62.6	63.7	1.1	45.3	46.5	1.2
Monroe St: Ave 50 to Ave 52	62.6	63.7	1.1	45.3	46.5	1.2
Monroe St: Ave 52 to Ave 54	60.5	60.7	0.2	43.3	43.5	0.2
Roadways in Surrounding Area						
Monroe St: north of Ave 48	68.6	69.3	0.7	51.4	52.1	0.7
Monroe St: Ave 48 to Ave 49	65.0	66.1	1.1	47.8	48.9	1.1
Jefferson St: north of Ave 48	74.9	75.2	0.3	53.7	54.0	0.3

7 National Cooperative Highway Research Program 117, *Highway Noise: A Design Guide for Highway Engineers,* 1971.

Roadway Segment	Noise Level in dB(A) at 75 ft. from Roadway Centerline					
	Existing Conditions - CNEL	Project Conditions - CNEL	CNEL Change	Existing Conditions – Lnight	Project Conditions Lnight	Lnight Change
Jefferson St: Ave 48 to Ave 49	75.1	75.4	0.3	53.8	54.1	0.3
Jefferson St: Ave 49 to Ave 50	74.0	74.3	0.3	52.7	53.1	0.4
Jefferson St: Ave 50 to Ave 52	74.0	74.0	0.0	58.6	58.6	0.0
Jefferson St: Ave 52 to Ave 54	72.7	72.7	0.0	57.3	57.3	0.0
Jackson St: Hwy 111 to Ave 48	70.5	71.1	0.6	53.7	53.9	0.2
Jackson St Ave 48 to Ave 50	63.5	65.0	1.5	46.3	47.7	1.4
Jackson St: Ave 50 to Ave 52	59.6	61.4	1.8	42.3	44.2	1.9
Jackson St: Ave 52 to Ave 54	61.7	61.7	0.0	50.4	50.4	0.0

*Calculations are provided in **Appendix C**.*
It should be noted that the right-of-way widths for all listed roadways range from a minimum of 84 feet to 124 feet.

Table 3.4-4, Modified Project (2017) East/West Roadway Noise Levels, identifies the modeled roadway noise along eastbound/westbound roadways within the Modified Festival Site vicinity. As shown, CNEL increases resulting from the Modified Project–related traffic traveling eastbound/westbound range from a low of 0.0 dBA (along several locations throughout the City) to a high of 1.4 dBA (Avenue 50 from Jefferson Street to Madison Street) 75 feet from the middle of the roadway. As shown, nighttime noise increases resulting from the Modified Project–related traffic traveling eastbound/westbound range from a low of 0.0 dBA (along several locations throughout the City) to a high of 1.6 dBA (Avenue 50 from Jefferson Street to Madison Street) 75 feet from the middle of the roadway. The Final EIR identified a significant CNEL (increase of 4.8 dBA CNEL above existing conditions) and nighttime (increase of 7.5 dBA Lnight above existing conditions) noise impact along Avenue 50 between Jefferson Street and Madison Street. The sound level generated by outbound traffic along Avenue 50 from Jefferson Street to Madison Street would not result in a noticeable change in sound volume by residential uses along Avenue 50. The sound level generated by outbound traffic from Modified Project traffic would increase CNEL by 1.4 dBA and increase Lnight by 1.6 dBA, below the 3 dBA increase above existing conditions threshold. Therefore, the Modified Project would not result in a noticeable change in sound volume by residential uses along

Avenue 50 from Jefferson Street to Madison Street. Noise level increases along roadway segments would be less than 3 dBA CNEL, and as such, no new significant impacts would occur with the Modified Project.

All other adjacent and surrounding roadways would not exceed 3 dBA over ambient conditions and would result in less than significant impacts. The noise reduction from the building insulation would be approximately 25 dBA with windows closed, which would result in traffic-related interior nighttime noise levels below 35 dBA along east/west roadways. No new significant impacts would occur.

Table 3.4-4
Modified Project (2017) East/West Roadway Noise Levels

Roadway Segment	Noise Level in dBA at 75 Feet from Roadway Centerline					
	Existing Conditions—CNEL	Project Conditions—CNEL	CNEL Change	Existing Conditions—Lnight	Project Conditions—Lnight	Lnight Change
Roadways Adjacent to Modified Festival Site						
Ave 49: west of Monroe	56.5	56.5	0.0	45.2	45.2	0.0
Ave 50: Jefferson to Madison	66.4	67.8	1.4	49.2	50.8	1.6
Ave 50: Madison to Monroe	59.6	59.6	0.0	48.2	48.2	0.0
Ave 50: Monroe to Jackson	61.3	61.3	0.0	50.0	50.0	0.0
Ave 52: Jefferson to Madison	71.9	71.9	0.0	56.5	56.5	0.0
Ave 52: Madison to Monroe	70.7	70.7	0.0	49.5	49.5	0.0
Ave 52: Monroe to Jackson	70.1	71.3	1.2	48.9	50.0	1.1
Roadways in Surrounding Area						
Ave 48: Dune to Jefferson St	71.0	71.0	0.0	55.6	55.6	0.0
Ave 48: Jefferson to Madison	73.3	73.3	0.0	57.9	57.9	0.0
Ave 48: Madison to Monroe	68.3	68.3	0.0	57.0	57.0	0.0

Roadway Segment	Noise Level in dBA at 75 Feet from Roadway Centerline					
	Existing Conditions—CNEL	Project Conditions—CNEL	CNEL Change	Existing Conditions—Lnight	Project Conditions—Lnight	Lnight Change
Ave 48: Monroe to Jackson	68.0	68.1	0.1	50.8	50.8	0.0
Ave 48: Jackson to Calhoun	71.4	71.4	0.0	50.1	50.2	0.1
Ave 49: Rancho La Quinta to Jefferson	67.0	67.0	0.0	55.6	55.6	0.0
Ave 49: Jefferson to Madison	55.4	55.4	0.0	44.0	44.0	0.0
Ave 50: Jess Anne to Jefferson	70.7	70.7	0.0	55.3	55.3	0.0
Ave 50: Jackson to Calhoun	65.4	65.4	0.0	50.0	50.0	0.0
Ave 52: Centrino to Jefferson	71.9	71.9	0.0	56.5	56.5	0.0
Ave 52: Jackson to Calhoun	70.1	71.3	1.2	48.9	50.0	1.1

*Calculations are provided in **Appendix C**.*
It should be noted that the right-of-way widths for all listed roadways range from a minimum of 84 feet to 124 feet.

4. Generator Noise

As identified in the Final EIR, the Approved Project included approximately 60 on-site generators and approximately 160 light towers. There would be approximately 63 on-site generators that provide power and would be operating during the Modified Project, an increase of 3 generators. Noise levels associated with the on-site generators would range between 53 to 68 dBA at 50 feet. Similar to the Approved Project, these sources would be primarily located internal to the Modified Festival Site within areas needing substantial power, such as the Performance Area. Additionally, there would be approximately 200 light towers powered by small diesel engines located throughout the Modified Festival Site, an increase of 40 light towers. The 53 to 68 dBA noise levels would be associated with the light towers located primarily in the Parking Areas and along pedestrian paths within the Modified Festival Site. Overall, these sources are part of the musical performance noise source and as such contribute to the overall noise emanating from

the Modified Project. Therefore, similar to the Final EIR, these sources contribute to a significant noise impact and the increase in generators would not result in a substantial increase in noise levels at off-site sensitive receptors.

5. Aircraft Noise

Although not operated by the Festival Operator, it is anticipated that there would be propeller aircraft flying overhead the Modified Festival Site. The Festival events, have resulted in an increase in air traffic in previous years in the vicinity of the Modified Festival Site by small aircraft towing advertising banners and other aircraft. For the Festival events, the FAA issues a NOTAM that aircraft should not fly below 2,000 feet when within a 2-mile radius of the site. While there should be no flyovers because of this NOTAM, flyovers may occur if a pilot does not operate in compliance with this restriction, and for this reason noise from occasional flyovers is addressed below.

Aircraft noise would be temporary in nature but would contribute to the average 10-minute Leq which would exceed outdoor noise levels of 45 dBA. As the Festival Operator does not have control over aircraft flights in the Modified Festival Site area, impacts would be considered significant. The number of aircraft operating during the Modified Project would be similar to the number operating during the Approved Project. Therefore, the increase in the severity of the previously identified significant impact would not be substantial.

6. Pedestrian Noise

The Modified Project would increase the number of pedestrians traveling to and within the Festival site. The primary pedestrian routes to the Modified Festival Site occur along a segment of Avenue 49, along Avenue 50, and a small segment near both the intersections of Avenue 52/Monroe Street and Avenue 52/Madison Street. Pedestrians associated with the concert are not allowed on Madison Street, Avenue 52, and Monroe Street but some occasional pedestrians do infringe in these areas and walk along these segments. Shuttle waiting areas are located north of Avenue 50 and east of Hjorth. Sound levels generated by people along the pedestrian routes to the Modified Festival Site and in gathering areas, such as the shuttle waiting areas, would vary depending on the background environments (e.g., amplified music, traffic), and individuals' voice efforts (e.g., loud voice, laughing, shouting). Sound levels generated by an individual's voice vary from 50 dBA (Leq at 3.3 feet) for a female speaking in casual voice to 88 dBA (Leq at 3.3 feet) for a male person in a shouting voice.[8] These sound levels in a quieter noise environment, such as in the early morning hours after the conclusion of a musical performance, could be a source of annoyance to surrounding residents. The nearest sensitive use would be approximately 50 feet from

8 Cyril M. Harris, *Handbook of Acoustical Measurements and Noise Control*, Third Edition, (1991) Table 16.1.

adjacent sidewalks within the public right-of-way. Assuming a noise attenuation of 6 dB for every doubling distance, noise levels would be expected to range from 26 dBA to 64 dBA, consistent with noise levels along the southern boundary of the site. Overall, these sources would be part of the Modified Festival noise source and as such contribute to the overall noise emanating from the Modified Project. The Modified Project would not result in a substantial increase in the severity of the previously identified significant impact.

7. Firework Noise

Pursuant to festival plan feature FPF Land Use 1 as adopted with approval of the Music Festivals Plan Project, the Modified Project would be limited to 15 fireworks display shows (once per festival day) and up to 5 minutes in length. The noise levels projected for the Approved Project would result in similar noise levels for the Modified Project. Accordingly, no new significant impact or a substantial increase in the severity of the impact would occur with implementation of the Modified Project.

8. Vibration Noise

The use of heavy equipment, such as fork lifts and booms (or lifts), would be limited to the Performance Area of the site during setup and break down and would result in approximately 76 VdB 50 feet from the source of the equipment, similar to the Approved Project.[9] The Modified Project would increase the number of heavy equipment by 14 vehicles when compared to the Approved Project.

Operation of the heavy equipment, shuttle buses, and water trucks generates vibrations that spread through the ground and diminish in amplitude with distance from the source. The effect on buildings located in the vicinity of the site often varies depending on soil type, ground strata, and construction characteristics of the receiver buildings.

Trucks and buses typically generate groundborne vibration velocity levels of around 63 VdB (at 50 feet distance), and these levels could reach 72 VdB when trucks and buses pass over bumps in the road, which would be below the level of perceptibility. Water trucks would travel along the shoulder of the roadways immediately surrounding the Modified Festival Site and within the Parking Areas.

Two of the 14 additional heavy equipment vehicles would include water trucks. A water truck at 50 feet would generate approximately 77 VdB. Similar to the Approved Project, the water trucks would travel within and around the adjacent of the Modified Project Site. The incremental increase in the number of water trucks would continue to result in infrequent events, less than 30 events, during the day of each

9 US DOT, *Transit Noise and Vibration Impact Assessment*, May 2006, p. 12-12. It should be noted that there were no vibration levels for forklifts or booms. As such, the loader vibration level as been used for the forklifts and booms.

Festival event. Accordingly, the vibration levels generated by various vehicles during the Festival events would be below the FTA's vibration impact threshold of 80 VdB for residences. Impacts would be less than significant and no new significant impact would occur.

E. CUMULATIVE ANALYSIS

The Modified Project would increase the size of the Festival Site and the attendance for each Festival event. However, the Modified Project would not coincide with other major special events occurring in Indio. Any such events in the City of Indio would be subject to the issuance of temporary or special event permits as permitted by the applicable zoning and the General Plan. Special events in other communities in the Coachella Valley while the Festival events are taking place would be subject to the issuance of similar permits by these jurisdictions. Accordingly, no new or substantially increased cumulative noise impacts would occur because any other major special events will be subject to local noise ordinances.

3.5 PUBLIC SERVICES

A. FIRE PROTECTION & EMERGENCY MEDICAL SERVICES

1. Thresholds

As identified in the Final EIR, the City determined fire protection and emergency medical service impacts to be significant if the project would:

a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered government facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives.

2. Summary of Findings in Final EIR

Fire Protection Services

The Final EIR analyzed fire service and the potential demand on fire service within the City during Festival events within the Approved Festival Site. Fire service is provided by the City of Indio Fire Department (Fire Department), under the supervision of the California Department of Forestry and Fire Protection (Cal Fire).[1] There were 10 fire suppression/emergency medical services personnel, 5 fire prevention personnel, 3 emergency communication personnel, 1 emergency services coordinator, and 2 Chief Officers associated with the 2015 Festivals. As the maximum daily All-Inclusive Attendance for the Approved Project of 75,000 persons for two of the events and 99,000 persons for the other three events was only marginally higher than the 95,000- and 65,000-person maximum daily All-Inclusive Attendance for the 2012 Festivals, the Final EIR concluded that the number of Fire Department personnel required for the Approved Project would not be substantially greater than the amount required for the 2012 Festivals. Moreover, Festival events are permitted to be held in Spring and in Fall on consecutive weekends and the effect on Fire Department staff resources is limited in duration and in scope because the Fire Department utilizes staff resources working overtime.

The use of temporary membrane structures; pyrotechnics; the storage and use of compressed gas; and the storage and use of flammable liquids utilized on site are required to comply with state, county, and local ordinances, codes, and standards. The Fire Department also conducts inspections to enforce fire

1 It should be noted that the Riverside County Fire Department is administered under contract by Cal Fire and provides services to residents in unincorporated areas of Riverside County and Partner Cities including the City of Indio, City of La Quinta, and City of Coachella.

protection standards prior to the start of, and during, each Festival event to ensure compliance for all permits issued.

Festival Plan Features were identified in the Final EIR that minimize potential impacts on fire services within the Approved Festival Site and the City. **FPF Fire/EMS-1** requires that water trucks used for watering unpaved areas for dust control be equipped to transfer water from the truck to the pump intake of Fire Department engines for use in the event of a fire. **FPF Fire/EMS-1** also requires that the Festival Operator reimburse the City for fire inspection and protection services provided under the Fire Department Incident Plan; and the Fire Department review the site plan for each Festival event to identify circulation routes and travel times within the Approved Festival Site to determine the amount of mobile equipment needed.

The Fire Department services are scalable to both the attendance level and the size of the Approved Festival Site. As such, adequate levels of fire protection services would be provided to meet the needs of the Approved Project. Since the Fire Department personnel used consist of available Fire Department personnel working on overtime, with costs reimbursed by the Festival Operator, full staffing would be maintained at all Fire Stations within the City throughout each Festival event. As a result, the existing level of service and response times would be maintained throughout the City for the Approved Project. The Approved Project would not require the construction of new Fire Department facilities or the alteration of new Fire Department facilities to maintain acceptable service ratios and response times, and impacts would not be significant.

Emergency Medical Services

The Final EIR analyzed emergency medical services (EMS) and the potential demand on EMS within the City during festivals held within the Approved Festival Site. Private EMS are on site during each Festival event in conjunction with, and under the direction of, Fire Department EMS personnel; provide on-site event medical care and transportation; and coordinate with law enforcement agencies on site.

The Final EIR identified Festival Plan Features that minimize potential impacts on EMS within the Approved Festival Site and the City. Festival Plan Feature **FPF Fire/EMS-2** required a Private Emergency Medical Services Plan be submitted to the Fire Department for review and approval prior to each Festival event. The Private EMS Plan identifies the resources to be provided by the private EMS company and that the Festival Operator would provide carts and radios for use during each Festival event, along with internet access for the communications unit.

The use of private EMS personnel minimizes the amount of Fire Department EMS personnel required to meet the needs of the Approved Project. The Fire Department EMS personnel used at each Festival event

consists of available Fire Department personnel working overtime, with costs reimbursed by the Festival Operator, to ensure that full staffing was maintained at all Fire Stations during each Festival event. Similar to fire services, EMS would be dependent upon the size of the attendance levels and the size of the Festival event. The EMS would be scalable and, therefore, adequate levels of EMS would be provided to meet the needs of each Festival event. As a result, the existing level of service and response times for emergency medical services would be maintained throughout the City during each Festival event. As identified in the Final EIR, the Approved Project would not require the construction of new Fire Department facilities or the alteration of new Fire Department facilities to maintain acceptable service ratios and response times and impacts would be less than significant.

3. Festival Plan Features Identified for Final EIR

The following features were incorporated into the Fire Department Incident Plan and the Private Emergency Medical Services Plan to avoid or reduce fire protection and emergency medical services impacts.

FPF Fire/EMS-1 The Festival Operator will coordinate with the Fire Department in its preparation and implementation of an Incident Plan describing the fire inspection and protection services to be provided by the Fire Department and identifying the number of fire department personnel to be provided, including fire suppression/emergency medical service (EMS), fire prevention (fire inspectors), emergency communications, and supervisory personnel. The Festival Operation shall reimburse the City for fire inspection and protection services provided under the Fire Department Incident Plan, pursuant to the reimbursement agreement with the City to be entered into in connection with the Major Music Festival Event Permit.

The Fire Department Incident Plan will also identify fire suppression equipment, supplies and other services to be provided by the Festival Operator during Future Festivals, including the number of fire suppression mobile carts. The number of fire suppression mobile carts required will be determined by the Fire Department based on the site plan for Future Festivals.

FPF Fire/EMS-2 The Festival Operator will prepare and submit a Private Emergency Medical Services Plan for review and approval by the City Fire Department describing the emergency medical services to be provided by a private EMS company to be paid for by the Festival Operator. The Private Emergency Medical Services Plan shall identify the number of private emergency medical service personnel to be provided to assist Fire Department EMS personnel at Future Festivals and the supplies and support services to be provided by the

Festival Operator, including, but not limited to, carts and radios and internet service for use by the private EMS company communications unit.

4. Existing Conditions

Fire Protection Services

The City currently provides fire and emergency medical services from four fire stations: Indio Station #1, #3, #4, and #5. The City contains one additional fire station, Indio Station #2, located at 43-715 Jackson Street, which is currently not in service.

Indio Station #1 is located on 46-990 Jackson Street, and serves as the headquarter station where Fire Administration and Prevention offices are located. Minimum daily staffing level at this station includes nine personnel: One Paramedic Fire Engineer with three personnel, one 100-foot Ladder Truck with four personnel, one Paramedic Ambulance with two personnel, and one reserve ambulance.

Indio Station #3 is located on 46-621 Madison Street. Minimum daily staffing level at this station includes five personnel: One Paramedic Fire Engine with three personnel, one Paramedic Ambulance with two personnel, and one reserve ambulance.

Indio Station #4 is located on 81-025 Avenue 40. Minimum daily staffing level at this station includes five personnel: one Paramedic Fire Engine with three personnel, one Paramedic Ambulance with 2 personnel, and one reserve ambulance.

Indio Station #5 is located on 42-900 Gold Center Parkway. Minimum daily staffing level at this station includes three personnel: One Paramedic Fire Engine with three personnel, one reserve Fire Engine, and one Water Tender.[2]

The Fire Department response standard for structure and vegetation fire incidents is 7 minutes for industrial uses and within 8 minutes for residential uses. The average Fire Department response time throughout the City is 5 minutes or less, 90 percent of the time. Of the 7,215 calls for service made in 2014, 5,687 were from EMS, 794 were fire, 26 for HAZMAT, and 708 for other related services. Approximately 79 percent of the calls for service were emergency medical service calls, 11 percent of the calls were fire incidents, and 10 percent of the calls were for HAZMAT or other related services. Fire calls fluctuate from a low of 537 (June 2014) to a high of 666 (January 2014) calls for service per month throughout the City in 2014.

2 Written correspondence between Dale Frailey, Fire Marshal, City of Indio Fire Department and Meridian Consultants on May 20, 2015.

The number of firefighters assigned to each Festival event in 2015 included 10 fire suppression/EMS personnel, 5 fire prevention personnel (inspectors), 3 emergency communications personnel, 1 emergency services coordinator, and 2 Chief Officers. Personnel assigned to each Festival event were Riverside County Fire Department working overtime.

The number of calls for fire service throughout the City received by the Fire Department during the first and second weekends of the 2015 Coachella Music and Arts Festival was 98 and 89, respectively, and 76 calls for service were received citywide during the 2015 Stagecoach Country Music Festival. According to the Fire Department, there was a slight increase in the number of calls for service throughout the City during the 2015 Festivals. All calls for service within the Festival Site are addressed by Fire Department personnel and private Emergency Medical Services personnel stationed at the Festival Site. Fire Stations serving the City do not respond to calls for service within the Festival Site during the events.

Emergency Medical Services

Ambulance service is provided on a fee for service basis in the City by three full time paramedic ambulances. The ambulance service is staffed with personnel trained as certified firefighters and advanced life support paramedics. Ambulance personnel respond as part of a two-piece company with a fire engine from three of the City's four fire stations. The Fire Department's service standard is to initiate basic or advanced emergency medical care as needed within 5 minutes of receipt of a call for service.

To assist the City in meeting the citywide increase in the number of calls for service during the Festival events, the Festival Operator provides funds for one additional paramedic ambulance for use in the City during the events.

The EMS provider for the Festival events has incorporated the use of an on-site medical doctor which has reduced the number of incidents requesting the use of City resources (not committed to the Festival events) to assist with medical transports.

5. Analysis of the Modified Project

Fire Protection Services

The Modified Project would increase the maximum permitted daily All-Inclusive Attendance for the Lower Attendance Festival to 85,000 persons and increase the maximum permitted daily attendance for the Higher Attendance Levels to 125,000 persons. The Modified Project would include new festival areas within the Approved Overlay Zone, a total of approximately 41.8 acres, which would be included as a part of the Modified Festival Site. The new festival areas would be utilized for support services, general day parking, camping, and taxi/Uber services, as shown in **Figure 2.0-3, Modified Festival Site**.

Similar to the Approved Project, the Festival Operator would be required to submit site plans and expected equipment to be used on site to the Fire Department for approval and issuance of permits prior to each Festival as identified in **FPF Fire/EMS-1**. The permits issued for temporary membrane structures, pyrotechnics; and the storage and use of compressed natural gas by the Fire Department for temporary uses would comply with state, county, and local ordinances, codes, and standards. Fire inspections would be conducted by the Fire Department to enforce fire protection standards prior to the start of each Festival and during each Festival event to ensure compliance with the conditions of approval for all permits issued.

The Fire Department Incident Plan for the Modified Festival Site would provide for additional prevention inspectors, to ensure all activities are conducted in compliance with Fire Department codes and regulations. The number of fire suppression mobile cart teams is based on the layout of the Modified Festival Site and would be determined in the Fire Department Incident Plan for each Festival event at the Modified Festival Site. Specifically, the Fire Department would review and identify circulation routes and travel times within the Modified Festival Site to determine the type and number of pieces of mobile equipment needed and where this equipment should be staged on the site.

As the events held in the Spring and permitted in the Fall would occur on consecutive weekends for a total of five weekends annually, the effect of Fire Department staff resources is limited in duration and in scope because the Fire Department would utilize staff resources working overtime. Fire Department personnel used at the Modified Festival Site would continue to consist of available Fire Department personnel working overtime, with costs reimbursed by the Festival Operator, thus maintaining full staffing at all Fire Stations during all Festival events. The number of Fire Department personnel working at the Festival Site has been maintained at similar levels over the past several years since certification of the Final EIR for the Approved Project. Under the Modified Project, the Modified Festival Site would be approximately 41.8 acres larger than the Approved Festival Site. Based on the ratio of Fire Department personnel to the size of the Modified Festival Site, it is anticipated that one additional Fire Department personnel would be needed to maintain levels of services at the site and within the City and adjacent jurisdictions. In the event that fire protection service is required immediately adjacent to the Modified Festival Site, on-site Fire Department personnel would provide service until Indio Fire Department personnel and/or Riverside County Fire Department personnel, arrive on scene. Riverside County Fire Department provides service in unincorporated Riverside County and its partner cities including the City of La Quinta.

The Modified Festival Site would not require the construction of new Fire Department facilities or the alteration of new Fire Department facilities to maintain acceptable service ratios and response times. Consequently, response times would be maintained throughout the City during the Festival.

Similar to the Final EIR, the Modified Project would result in less than significant impacts on fire services within the City and adjacent jurisdictions. The areas proposed for addition to the Festival Site are located adjacent to the Approved Festival Site, within the Approved Overlay Zone and the configuration of the uses in the Modified Festival Site plan can be adequately served by available Fire Department resources. The impact of the Modified Project would be less than significant because adequate resources would be provided by the Fire Department, in conjunction with the Festival Operator, for each Festival event. Compliance with Festival Plan Feature **FPF Fire/EMS-1** would ensure that the maximum daily attendance increase associated with the Modified Project would not result in any new or more significant impacts related to fire services provided within the City or to adjacent jurisdictions. As previously indicated, one additional Fire Department personnel would likely be needed to accommodate the increase in the size of the Modified Higher and Lower Attendance Festivals. Accordingly, the Modified Project would not result in new significant impacts or a substantial increase in the severity of previously identified impacts.

Emergency Medical Services

Emergency medical services would be dependent upon the size of the attendance levels and the size of the Modified Festival Site.

Similar to the Approved Project, the Festival Operator for the Modified Project would be required to submit a Private Emergency Medical Services Plan for review and approval by the City Fire Department prior to each Festival, as identified in **FPF Fire/EMS-2**. The Private Emergency Medical Services Plan identifies the number of private emergency medical service personnel (including an on-site Medical Doctor) and the supplies and support services to be provided by the Festival Operator, and requires the Festival Operator to fund emergency medical services provided by a private EMS company based on the level of attendance for each Festival event.

The Fire Department EMS personnel would consist of available Fire Department personnel working overtime, with costs to be reimbursed by the Festival Operator, to ensure that full staffing would be maintained at all Fire Stations within the City during each Festival event. The use of private EMS personnel would minimize the amount of Fire Department EMS personnel required at the Modified Festival Site. Therefore, the existing level of service and response times would be maintained throughout the City and at the Modified Festival Site. In addition, the Modified Festival Site would not require the construction of new Fire Department facilities or the alteration of existing Fire Department facilities to maintain acceptable service ratios and response times because the Festival events are temporary in nature.

6. Cumulative Analysis

Similar to the less than significant impact identified in the Final EIR, the Modified Project would result in similar less than significant impacts on fire and emergency medical services within the City and adjacent jurisdictions. New areas located within the Approved Overlay Zone were previously analyzed in the Final EIR, and as such, EMS impacts as a result of the Modified Project were identified to be less than significant. Compliance with Festival Plan Feature **FPF Fire/EMS-2** would ensure that the maximum daily attendance increase associated with the Modified Project would not result in any new or more significant impacts related to fire and emergency medical services provided within the City or to adjacent jurisdictions. Accordingly, the Modified Project would not result in new significant impacts or a substantial increase in the severity of previously identified impacts.

Similar to the Approved Project, the Modified Project is a temporary event and would not contribute to a permanent increase in demand for fire and emergency medical services. Other future projects may occur concurrent with the Modified Project. Such projects would be subject to the issuance of temporary or special event permits as permitted by the applicable zoning and General Plan. Special events in other communities in the Coachella Valley while the Festival events are taking place would be subject to the issuance of similar permits by these jurisdictions. Accordingly, the Modified Project would not result in the potential for cumulatively considerable impacts on fire and emergency medical services. No other regularly scheduled major special events are held on an annual basis in Indio, La Quinta, Coachella, or neighboring cities in the Coachella Valley while the Festival events are taking place. Therefore, the Modified Project would not contribute to temporary cumulative impacts during the operation of other major special events and no new or substantially more severe cumulative impacts would result from the Modified Project.

B. POLICE SERVICES

1. Thresholds

As identified in the Final EIR, the City determined police protection service impacts to be significant if the project would:

a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered government facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives.

2. Summary of Findings in Final EIR

The Final EIR analyzed police protection and the potential increased demand on police protection services within the City of Indio during Festival events within the Approved Festival Site.

The Police Department utilizes off-duty officers to avoid any impact to the level of staffing available for regular patrols throughout the City. The City alters its standard shift schedule during each Festival event for the Approved Project and assigns off-duty officers to provide police protection services. The Approved Project requires an additional 5 officers per 24-hour period, a total of 275 officers for each Festival event, above the attendance level for the 2012 Festivals. Thus, the number of police officers required for the Approved Project is not substantially greater than the amount required for the 2012 Festivals. Therefore, adequate levels of Police Department service would be provided to meet the needs of each Festival event.

The City contracts with other agencies, such as the cities of Banning, Beaumont, Cathedral City, Desert Hot Springs, and Palm Springs Police Departments, the California Highway Patrol, and the Riverside County Sheriff's Department, along with other agencies as needed, to use available off-duty police officers from these agencies to supplement Police Department personnel at the Approved Festival Site.

Festival Plan Features were identified in the Final EIR that minimize potential impacts on police services within the Approved Festival Site, the City, and adjacent jurisdictions. **FPF Pol-1** requires the Festival Operator to prepare and submit a Private Security Plan to the Police Department for review and approval. The Private Security Plan identified the number of private security personnel provided for residential neighborhoods adjacent to the site in the cities of Indio and La Quinta and how those resources are deployed and utilized. **FPF Pol-2** requires that the Festival Operator cooperate with the Police Department in the preparation and implementation of an Operations Plan that establishes police protection services provided by the City and requires the Festival Operator to reimburse the City for these services provided under the Operations Plan. **FPF Pol-3** requires the Festival Operator to reimburse the City of La Quinta for the cost of four police officers under the Approved Project.

Similar to fire protection services and EMS, police services would be scalable to both the attendance level and the size of the Festival event. With these limitations, adequate levels of police services would be provided to meet the needs of the Approved Project. Since the Police Department personnel used consists of available Police Department personnel working on overtime, with costs reimbursed by the Festival Operator, standard shift schedules would remain intact within the City throughout each Festival event. Therefore, holding the Approved Project on consecutive weekends in Spring and Festival events permitted in the Fall would not require the construction of new or altered Police Department facilities to maintain acceptable service ratios and response times, and impacts would be less than significant.

3. Festival Plan Features Identified for Final EIR

The following features incorporated into the Private Security Plan and the Police Department Operations Plan avoid or reduce police protection impacts.

FPF Pol-1 Prior to the commencement of each Future Festival, the Festival Operator will prepare and submit a Private Security Plan for review and approval by the City Police Department describing all private security services to be provided and paid for by the Festival Operator. The Private Security Plan will identify the number of private security personnel to be provided for residential neighborhoods adjacent or nearby to the Future Festival Site in the cities of Indio and La Quinta and how these resources will be deployed and supervised.

FPF Pol-2 The Festival Operator will coordinate with the Police Department in its preparation and implementation of an Operations Plan establishing the police protection services to be provided by the City to supplement the private security being provided by the Festival Operator. The Festival Operator will reimburse the City for police protection services provided under the Operations Plan, pursuant to the reimbursement agreement with the City to be entered into in connection with the Major Music Festival Event Permit.

FPF Pol-3 The Festival Operator will continue to reimburse the City of La Quinta for the cost of four police officers to provide additional service in residential neighborhoods in La Quinta during the Future Festivals.

4. Existing Conditions

City of Indio Police Department staff includes sworn police officers, supported by 130 non-sworn and volunteer personnel. The Police Department received 61,256 calls for service in 2014, which is equivalent to a monthly average of approximately 5,105 calls for service. The months of April through August tend

to have higher call volumes than September through March. For the last 3 years, April has produced the highest calls for service volume.[3]

The Police Department has four patrol shifts with each shift consisting of one Sergeant, one Corporal, and six Officers within five geographic beats working 12-hour shifts. The standard response time for an emergency call is within 3 minutes.

As discussed above, in order to provide the Police Department personnel needed for each Festival event without affecting the staffing available for the Police Department's standard daily patrols, the standard patrol schedule is revised and off-duty officers are assigned to work at Festival events. The City contracts with other agencies to use off-duty patrol officers to supplement Police Department personnel. In 2015, the Police Department contracted with the cities of Banning, Beaumont, Cathedral City, Palm Springs, Department of Justice, U.S. Army 9th Civil Support Team, and the Federal Aviation Administration to provide additional staffing, which consisted of off-duty officers from these agencies. The Police Department also contracts with the California Department of Alcohol Beverage Control to regulate the sale of alcoholic beverages on site.[4] Approximately 275 police officers worked each day during the 2015 Festivals.

According to the Police Department, there was no measurable difference in the response times during the 2015 Festivals for day to day police services in the City as a whole because regular staffing levels were maintained for the City's standard patrol schedule, and the number of calls for service throughout the City during the Festivals was not above average.[5] Any calls for service received by the Police Department main dispatch center determined to be related to the 2015 Festivals were referred to the command post at the event site for assignment to external patrols assigned to handle calls for service within the neighborhoods surrounding the Approved Festival Site. Normal patrol units were not dispatched for calls related to the 2015 Festivals.

During the 2015 Festivals, there were 93 arrests made at the event during the first weekend of the Coachella Festival, 133 arrests made during the second weekend of the Coachella Festival, and 157 arrests during the Stagecoach Festival. Arrests made during the Festivals included cite and release arrests, in which a citation was issued for a misdemeanor and the person receiving the citation was released from custody. The majority of the arrests were for misdemeanor crimes, such as drug and alcohol related

3 Written correspondence between Richard P. Twiss, Chief of Police Indio Police Department and Meridian Consultants on May 12, 2015.

4 Electronic communication between Commander Johnny L. Romero, Indio Police Department and Christ Kirikian, Meridian Consultants on May 12, 2015.

5 Ibid.

offenses. All arrests made during the 2015 Festivals were processed at the Police Department command post at the Approved Festival Site. Some individuals arrested were booked into the Riverside County Jail.

5. Analysis of the Modified Project

The Modified Project would increase the maximum permitted daily All-Inclusive Attendance for the Lower Attendance Festival to 85,000 persons and increase the maximum permitted daily attendance for High Attendance Levels to 125,000 persons. The Modified Project would also include new festival areas within the Approved Overlay Zone for a total of approximately 41.8 acres. The new festival areas would be utilized for support services, general day parking, camping, and taxi/Uber services, as shown in **Figure 2.0-3**.

Similar to the Approved Project, the Festival Operator would be required to submit a Private Security and Police Department Operations Plan to the Police Department for approval prior to each Festival as identified in **FPF Pol-1** and **FPF Pol-2**. The Festival Operator would also be required to reimburse the City of La Quinta for the four police officers deployed in residential neighborhoods surrounding the Modified Festival Site as identified in **FPF Pol-3**.

The Police Department would utilize off-duty officers to avoid any impact to the level of staffing available for regular patrols throughout the City. The number of Police Department personnel working at the Festival Site has increased proportionately with the level of attendance since certification of the Final EIR for the Approved Project. Under the Modified Project, the Modified Festival Site would be approximately 41.8 acres larger than the Approved Festival Site and the attendance levels would be increased. Based on this number of officers required for the Approved Festivals and the increase in the size of the site and attendance levels, the Modified Project would require an additional 19 police officers to maintain existing staffing needs within the Modified Festival Site.

As described above, the City alters its standard shift schedule during the Festivals and assigns off-duty-officers and volunteers to provide police protection services at the events. The use of private security personnel by the Applicant minimizes the amount of Police Department personnel required at the Modified Festival Site. The deployment of traffic control officers along the major travel routes to the Modified Festival Site also provides additional police resources that can respond to nearby calls for service, which limits the impacts on police patrols in the neighboring jurisdictions of La Quinta, Coachella, and Riverside County. The Police Department would continue this practice for the Modified Project.

Any calls for service related to the Modified Project would be dispatched to the police command center at the Modified Festival Site and response would be provided by the supplemental police staff assigned to the Modified Festival event.

Similar to the Approved Project, the Festival Operator for the Modified Project would be required to submit a Private Security Plan for review and approval by the City Police Department prior to each Festival, as identified in **FPF Pol-1**. The Private Security Plan identifies the number of private security personnel to be provided and paid for by the Festival Operator, including personnel in residential neighborhoods adjacent or nearby to the Festival Site in the cities of Indio and La Quinta and how these resources will be deployed and supervised.

The Police Department would provide the level of staffing needed by revising the standard patrol schedule and assigning off-duty officers to work at Festival events and contracting with other agencies to use off-duty patrol officers to supplement Police Department personnel, with all costs reimbursed by the Festival Operator. Therefore, the existing level of service and response times would be maintained throughout the City and at the Modified Festival Site. In addition, the Modified Festival Site would not require the construction of any new Police Department facilities or the alteration of any existing Fire Department facilities to maintain acceptable service ratios and response times because the Festival events are temporary in nature.

As adequate levels of police services would be provided at the Modified Festival Site, with costs reimbursed by the Festival Operator pursuant to **FPF Pol-2** and **FPF Pol-3**, there would be no effect on the level of service available throughout the City. The Police Department would be able to maintain service ratios and response times throughout the City. Therefore, the Modified Project would not result in a new significant impact on police protection services and impacts would be less than significant.

6. Cumulative Analysis

Similar to the Final EIR, the Modified Project would result in less than significant impacts on police services within the City and adjacent jurisdictions.[6] New areas located within the Approved Overlay Zone were previously analyzed in the Final EIR, and as such, impacts related to the Modified Project on Police Department resources were identified to be less than significant. Compliance with Festival Plan Feature **FPF Pol-1**, **FPF Pol-2**, and **FPF Pol-3** would ensure that the maximum daily attendance increase associated with the Modified Project would not result in any new or more significant impacts related to police services within the City or to adjacent jurisdictions. Accordingly, the Modified Project would not result in new significant impacts or a substantial increase in the severity of previously identified impacts.

6 The City assigns police officers to control traffic at the major intersections on the north/south and east/west routes during each Festival event. Many of these intersections border on, and some are located within, the neighboring unincorporated County area or the neighboring cities of La Quinta and Coachella. Under the terms of existing mutual aid agreements, the police officers providing traffic control at these intersections respond first to any nearby calls for service, such as traffic accidents and disturbance calls, which reduce the need for neighboring jurisdictions to respond to these calls for service.

Similar to the Approved Project, the Modified Project is a temporary event and would not contribute to a permanent increase in demand for police services. In addition, no new police facilities would need to be constructed to provide adequate levels of service to the Modified Festival Site. Other future projects may occur concurrent with the Modified Project. Such projects would be subject to the issuance of temporary or special event permits as permitted by the applicable zoning and General Plan. Special events in other communities in the Coachella Valley while the Festival events are taking place would be subject to the issuance of similar permits by these jurisdictions. Accordingly, the Modified Project would not result in the potential for cumulatively considerable impacts on police services. Also, no other regularly scheduled major special events are held on a recurring annual basis in Indio, La Quinta, Coachella, or neighboring cities in the Coachella Valley while the Festival events are taking place. Therefore, the Modified Project would not contribute to temporary cumulative impacts during the operation of other major special events.

3.6 TRANSPORTATION AND TRAFFIC

A. THRESHOLDS

As identified in the Final EIR, the Approved Festival Site is located within the City of Indio and adjacent to the City of La Quinta. Travel routes used to access the Festival Site are also located under the jurisdiction of other agencies, including the County of Riverside, City of Palm Desert, and California Department of Transportation (Caltrans). City of Indio significance impact thresholds were therefore used for all intersections in Indio. For intersections in other jurisdictions, the intersection analysis was conducted using the significance thresholds of the relevant jurisdiction. The significance impact thresholds for each jurisdiction are described below.

1. City of Indio Significance Thresholds

Policy CIR-1.1 of the City of Indio 2008 Circulation Plan Update establishes the performance standard of Level of Service (LOS) "D" at all intersections during peak hours, except under certain conditions where a peak hour intersection LOS D is not reasonable or feasible, then LOS "E" shall be the standard. The following factors were considered when determining whether operation at LOS D is reasonable and feasible:

- Excessive right of way acquisition to attain LOS D;
- Unreasonable costs to attain LOS D;
- Impacts to other environmental resources to achieve LOS D, such as biological resources or cultural resources (e.g., historic properties); and
- Conflicts with other City of Indio 2008 General Plan Update policies, such as provisions for alternative transportation (e.g., public transit, pedestrian facilities and/or bicycle routes) or provisions for neighborhood preservation.

Beyond the General Plan standards, the City of Indio has not adopted specific thresholds for determining significant impacts for traffic impact studies. In order to assist in determining whether a project would have a significant effect on the environment, the City determines a project may be deemed to have a significant impact to transportation and traffic if:

- the project causes the level of service to exceed LOS D, or
- the level of service without the project already exceeded LOS D then if the project caused the level of service to change from LOS E to LOS F, or
- the project causes it to exceed LOS E where it was determined to be unreasonable or infeasible to maintain LOS D (per the above standards).

2. City of La Quinta Significance Thresholds

The City of La Quinta Traffic Impact Study Guidelines (City of La Quinta Engineering Bulletin #06-13) state that a potentially significant project specific traffic impact is defined to occur at any signalized intersection if the addition of project trips will result in that intersection either operating at LOS "E" or "F" or exceeding the following criteria, if already operating at LOS "E" or "F", as identified in **Table 3.6-1, City of La Quinta Significance Thresholds**.

Table 3.6-1
City of La Quinta Thresholds

Intersection Operation	Significance Threshold
LOS E	An increase in delay of 2 seconds or more on critical movements per lane*
LOS F	An increase in delay of 1 second or more on critical movements per lane*
**Critical movements are the controlling movements when the sums of the maximum volumes per lane for conflicting movements on each roadway are compared. Typically, there are two pairs of critical movements (one left with its opposing through movement) for a four legged intersection.*	

For an un-signalized intersection, a potentially significant impact is defined to occur when, with project traffic included, an intersection has a projected LOS "F" on a side street for two-way stop control or LOS "E" or worse for the intersection at an all-way stop controlled intersection and the addition of project traffic results in an addition of 3 seconds or more of delay for any movement.

The City of La Quinta adopted the La Quinta 2035 General Plan in February 2013. The updated Circulation Element includes a policy stating that the City strives to maintain a minimum intersection level of service of not worse than LOS D. The Circulation Elements also includes policies that allows a flexible Level of Service (LOS) standards in recognition of constraints on roadway expansions and as a means of creating streets that balance all modes of travel and recognize that LOS E and F conditions may be determined to be acceptable during peak travel periods if special improvements and/or management programs and strategies can be used to achieve an acceptable level of service.

3. County of Riverside Significance Thresholds

Policy C.2.1 of the County of Riverside General Plan Circulation Element, adopted in October 2003, states that the County has established a target of LOS "C" for all County maintained roads and conventional state highways and intersections. As an exception, LOS "D" may be allowed in Community Development areas (specific regions of the County where urban and suburban development are deemed appropriate), only at intersections of any combination of the following:

- Secondary Highways
- Major Highways
- Arterials
- Urban Arterials
- Expressways
- Conventional State Highways
- Freeway Ramp Intersections

LOS "E" may be allowed in designated community centers (areas of greater residential and economic densities) to the extent that it would support transit-oriented development and walkable communities. Neither of the two study intersections under County jurisdiction is located in either Community Development area or community centers.

Beyond the General Plan standards, the County of Riverside does not have specific significant impact criteria thresholds for traffic impact studies. For the purpose of the Transportation Study and the Final EIR it was considered that a significant impact would occur if the Approved Project caused the level of service to exceed LOS C, or if the level of service without the Approved Project already exceeded LOS C then if the Approved Project caused the level of service to change from LOS D to LOS E or worse, or from LOS E to LOS F.

4. City of Palm Desert Significance Thresholds[1]

Program 1.A of the Goals, Policies and Programs section of the City of Palm Desert General Plan Circulation Element, adopted in March 2004, states that the City has established a goal of LOS "C" for City roadway and intersection operations. For peak operating periods, LOS "D" is provisionally considered the general acceptable service level. Exceedance of the City's LOS "C" goal is only acceptable where maximum feasible intersection improvements have been implemented.

Beyond the General Plan standards, the City of Palm Desert does not have specific significant impact criteria thresholds for traffic impact studies. For the purposes of the Transportation Study and the Final EIR, a significant impact would occur if the Approved Project caused the level of service to exceed LOS D, or if the level of service without the Approved Project already exceeded LOS D then if the Approved Project caused the level of service to change from LOS E to LOS F.

1 The City of Palm Desert shares a right-of-way with the County of Riverside within one Study Area intersection: Intersection No. 1 Washington Street and Country Club Drive. This intersection operates at LOS D or C under existing conditions without and with the Existing Festivals.

5. Caltrans Significance Thresholds

Per the Caltrans Guide for the Preparation of Traffic Impact Studies, 2003, Caltrans has set the target level of service for freeway segments, signalized intersections and ramp terminals as the transition between LOS "C" and LOS "D". This effectively sets the target level of service at LOS C. However, Caltrans acknowledges that this may not always be feasible. If an existing State highway facility is operating at less than the appropriate target LOS, then the Caltrans guidelines state that the existing LOS should be maintained.

Caltrans has not adopted specific thresholds of significance for determining whether an impact is significant. For the purpose of the analysis, and in common with most all of the other jurisdictions described above, it was considered that a significant impact would occur if the Approved Project caused the level of service to exceed LOS D, or if the level of service without the Approved Project already exceeded LOS D then if the Approved Project caused the level of service to change from LOS E to LOS F.

Caltrans has not adopted significant impact thresholds for off-ramps. The criteria used in the Transportation Study and the Final EIR was that a significant impact would occur to a freeway off-ramp if the queue length (95th percentile) exceeded the total storage length available on the off-ramp and resulted in queues backing into mainline travel lanes. Ramp conditions were also evaluated using a second level of analysis to determine if the queue length (95th percentile) exceeded the storage length of any individual ramp lane. However, if the lane storage queue exceeded the capacity but the overall ramp queue did not exceed the overall ramp capacity and would not back into the mainline travel lanes then it was not considered to be a significant impact.

Caltrans has not adopted significant impact thresholds for on-ramps. For purposes of the Transportation Study and the Final EIR, the criteria for determining a significant impact would occur if the traffic volumes in the 2014 With Project condition exceeded the capacity of the on-ramp.

6. Queuing Threshold

In evaluating the potential queue impacts, the threshold of significance that was adopted for the Transportation Study was that a significant impact would occur if the Approved Project caused people to be substantially inconvenienced by the queues (i.e., more than by any regular queues that occur during typical non-event conditions).

B. SUMMARY OF FINDINGS IN FINAL EIR

As identified in the Final EIR, the Approved Festival Site is located in the Coachella Valley with regional access provided by the I-10 Freeway, located in the northern part of the Transportation Study area. A Transportation Study (Study) was prepared by The Mobility Group in December 2012, which analyzed

future forecasted traffic conditions at key roadways and intersections to determine the impact of the Music Festivals Plan Project.

The hours of analysis focused on the hours of highest total traffic on the roadway system including festival traffic. These were determined by analyzing the automatic traffic counts that were conducted on an hourly basis for five days (Thursday through Monday) for each of the three festival weekends and non-event weekend in 2012 at 38 locations in the Study Area, and determining the key hours of highest traffic volumes. Based on the analysis, the Friday 3:00 PM to 4:00 PM hour, the Saturday 2:00 PM to 3:00 PM hour, and the Monday 8:00 AM to 9:00 AM hour were selected.

Key northbound streets were Monroe Street and Jackson Street to the east of the Approved Festival Site and Madison Street, Jefferson Street, and Washington Street to the west. Key east-west streets were Avenue 50, Avenue 49, Avenue 48, Highway 111, Fred Waring Drive, and Indio Boulevard to the north of the Approved Festival Site, and Avenue 52 and Avenue 54 to the south of the Approved Festival Site.

The study intersections were identified in conjunction with the Cities of Indio and La Quinta, and were identified as the principal intersections in the Study Area and on principal routes used by festival traffic. A total of 41 intersections were studied of which, 26 were signalized, 14 were un-signalized (stop signs), and one intersection was a roundabout.

The potential traffic impacts of the Project were compared against conditions in the vicinity of the Approved Festival Site in 2014 when festivals would not be occurring. The 2014 analysis used traffic estimates based upon planned road improvements, such as widening roads, that have now been completed.

The impact analysis addressed both the Higher Attendance Festivals (daily All Inclusive Attendance of 99,000 persons), as represented by the Coachella Festival, and the Lower Attendance Festivals (daily All Inclusive Attendance of 75,000 persons), as represented by the Stagecoach Festival in the Spring when the Approved Festivals occur. In the Fall, (September and October), background traffic volumes on the Study Area roadway system are generally lower, by about 5 percent to 10 percent, than in the Spring. The background traffic conditions in the Fall were, therefore, determined to be no worse, and generally slightly better (levels of service) than in the Spring. As the characteristics of the Approved Festival events would not be appreciably different in the Fall than in the Spring, it was determined that traffic conditions that would occur with the Project would be the same in the Fall as in the Spring.

The Final EIR forecasted future traffic conditions based on existing conditions, and the City of Indio and City of La Quinta General Plans. The traffic growth factors were based on the average daily traffic forecasts for weekdays and the same factors applied to the Friday 3:00 PM to 4:00 PM hour, the Saturday 2:00 PM

to 3:00 PM hour, and the Monday 8:00 AM to 9:00 AM hour. The annual traffic growth forecasts typically ranged from 3 percent to 5 percent per year, with some being lower in the 1 percent to 2 percent per year range, and a few rates being higher in the 7 percent to 10 percent per year range. Using these forecasted numbers, 2014 traffic conditions with the Project were analyzed in the Final EIR.

The analysis of 2014 LOS traffic impacts with the Higher Attendance Festivals (99,000 persons) identified several significant impacts. For the Friday 3:00 PM to 4:00 PM hour, significant impacts were identified at two intersections. For the Saturday 2:00 PM to 3:00 PM hour, significant impacts were also identified at two intersections. For the Monday 8:00 AM to 9:00 AM hour, significant impacts were identified at six intersections. For the Lower Attendance Festivals (75,000 persons), impacts were identified at three intersections in the Friday 3:00 PM to 4:00 PM hour, no significant impacts were identified in the Saturday 2:00 PM to 3:00 PM hour, and significant impacts were identified at two intersections in the Monday 8:00 AM to 9:00 AM hour.

The Approved Project impacts on traffic queues for the Higher Attendance Festivals were also analyzed. It was concluded that, in most cases, minimal impacts to traffic queues were expected to occur except for impacts to area residents without alternate routes/points of access where impacts had the potential to be significant. The potential impacts from traffic queues for the Lower Attendance Festivals were expected to be similar to or somewhat less than those identified for the Higher Attendance Festivals.

The Approved Project impacts to freeway segments for the Higher Attendance Festivals were expected to be less than significant. However, for the Lower Attendance Festivals, the Friday 3:00 PM to 4:00 PM hour and the Saturday 2:00 PM to 3:00 PM hour, the LOS was expected to exceed the Caltrans LOS target at the I-10 Eastbound between Washington Street and Jefferson Street. The Project impacts on freeway ramps was also determined to be not significant.

1. Festival Plan Features

The Final EIR identified the following features of the Music Festivals Plan Project, which have been implemented to improve traffic conditions during the events:

FPF TR-1 **Enlarge and enhance the on-site Shuttle Lot**. The on-site Shuttle Terminal will be improved. It will remain in its current location in Lot 2B but would be enlarged to include the adjacent Lot 2C. This would improve on-site shuttle capacity (from 150 to 200 shuttle staging spaces) and on-site access/egress circulation to provide for improved operational efficiency.

FPF TR-2 **Improve traffic control procedures along Hjorth Street between Avenue 50 and Avenue 49**. The Project will include improved traffic-control measures along Hjorth Street to

facilitate shuttle bus operations and minimize conflicts with other traffic—particularly with school traffic on Fridays and reduce traffic queues. This will include improved traffic control at Hjorth Street and Avenue 49 (to allow northbound and southbound movements simultaneously), at Hjorth Street and Avenue 50, and at the entrance/exit to the Shuttle Terminal on Avenue 50 (to minimize conflicts with pedestrians, and enhance the flow of shuttle buses).

FPF TR-3 **Enlarge and enhance the taxi/pick-up and dropoff Lot, relocate and improve access/egress and on-site circulation**. The taxi and pick-up/dropoff lot in Lot 13A used for Existing Festivals will be improved for Future Festivals, including enlarging the size of the lot, relocating access/egress driveways further away from the intersection of Madison Street and Avenue 52, improving the design of the access/egress driveways to minimize vehicular conflicts, and improving pedestrian circulation facilities and control methods to minimize pedestrian-vehicle conflicts. These improvements will reduce the vehicle queuing that occurred to enter this lot, and the pedestrian-vehicle conflicts that occurred at the Madison Street and Avenue 52 intersection during certain times of the Existing Festivals.

2. Mitigation Measures Identified in the Final EIR

The following mitigation measures identified in the Final EIR were adopted with approval of the Music Festivals Plan Project:

TR 1-1 Prior to commencement of each Higher Attendance Festival and Lower Attendance festival and on an annual basis thereafter, the Festival Operator shall prepare and submit for review and approval by City of Indio Police Department, Traffic Engineer and Community Development Department staff a Transportation Management Plan (TMP) to provide for the general management of traffic and pedestrian circulation, parking, and localized circulation issues that may occur during the Future Festivals.

The TMP shall include all elements of the various traffic and parking plans that were implemented for the 2012 Coachella and Stagecoach Festivals, including the Traffic Plan, Parking Plan, Shuttle Plan, and Neighborhood Resident Plan, into a consolidated operations management plan. Development and implementation of the TMP shall continue to be coordinated between the Festival Operator and the City of Indio Police Department. The City of Indio shall coordinate with the City of La Quinta in the implementation of any of these measures that are located within or shared with the City of La Quinta, or that may affect traffic circulation in the City of La Quinta.

The TMP shall be a dynamic plan and shall be refined and adjusted annually as necessary in response to actual traffic and parking conditions. The TMP shall address the following:

- Road Closures
- Ingress and Egress Routes
- Shuttle Bus and Taxi/Parent Drop-Off & Pick Up Routes
- Parking Operations and Access/Egress for:
  - Camping
  - Day Parking, and
  - Staff Parking
- Traffic Signage
- Temporary Traffic Control Procedures and Locations
- Temporary traffic lane reassignments (with traffic cones)
- Temporary traffic signal timing, and
  - Deployment of traffic control personnel to direct traffic.
- Shuttle Operations Plan
- Pedestrian Flow and Control Plan
- Bicycle Flow and Control Plan
- Neighborhood Resident Plan

Many of these categories were already in place for the 2012 Coachella and Stagecoach Festivals and worked successfully. Key additions going forward will be the Pedestrian Flow and Control Plan and the Bicycle Flow and Control Plan, as well as other enhancements listed below.

The TMP shall also include the following additional features:

1. Implement Festival Plan Features.
   - Enlarge and enhance the on-site Shuttle Lot.
   - Improve traffic control procedures along Hjorth Street between Avenue 50 and Avenue 49.

- Enlarge and enhance the Taxi/Pick-Up & Drop-Off Lot, relocate and improve access/egress and on-site circulation.

2. Improve On-Site Transportation Access and Circulation Features

   - Develop and implement an improved on-site pedestrian control plan with clear routes and wayfinding for control of pedestrians, to focus on including improved measures for pedestrian controls on roadways immediately adjacent to the Future Festival Site.

   - Use two on-site lanes simultaneously to load Day Parking Lots 14 and 15 at Clinton Street, to facilitate loading of these day parking lots.

3. Improve On-Site Parking Management and Site Access Traffic Control

   - Enhance staffing coordination and on-site control methods to provide improved and more effective parking access management.

4. Improve Off-Site Directional Signage

   - Develop improved coordinated off-site directional signage program for incoming vehicles, to better inform patrons of parking locations.

5. Temporary Intersection Configurations & Controls, and Street Closures

   - Implement temporary intersection lane configurations (with traffic cones and/or barricades).

   - Add off-site traffic control personnel.

   - Review existing post-event traffic control procedures at intersection of Monroe Street and Avenue 52, and modify temporary street closures south of the intersection as feasible to minimize impacts on residents of Rancho Santana.

The following measures shall be considered, as appropriate.

6. Enhance Traffic Control Procedures.

   - Use by the Cities of Indio and La Quinta of manual signal control devices at traffic signals, rather than flashing red signals and manual traffic direction.

- Where manual traffic direction is necessary all personnel should be encouraged to use reflective vests and light wands to maximize visibility.

- Potential installation by the Cities of Indio and La Quinta of temporary traffic signal devices during events.

7. Implement Event Signal Timing Plans, as Necessary

   - This shall include the potential development and implementation of signal timing plans for post-event periods, for example along northbound Monroe Street to increase northbound green time for vehicles leaving the Future Festival Site, along northbound Jefferson Street between Avenue 49 and Indio Boulevard, and at other intersections as may be considered appropriate.

8. Meter Outbound Traffic Flows During Camping Load-out on Mondays

   - This includes metering the flow of camping traffic leaving the site on Monday mornings to reduce peak traffic volumes. This would, however, also increase the length of time it would take to empty the Future Festival Site of camping vehicles, so festival traffic would be on the roadways for a longer period of time.

TR 2-1 Temporary Transportation Management and Control Measures. The Festival operator shall implement temporary transportation management and control measures identified in the Transportation Study to improve the LOS and queuing at the seven identified intersections. The City of Indio shall coordinate with the City of La Quinta in the implementation of any of these measures that are located within or shared with the City of La Quinta, or that may affect traffic circulation in the City of La Quinta. These measures shall include, but are not limited to, the following:

- temporary lane reassignment at intersections (through traffic cones) to better allocate roadway capacity to peak demand movements

- temporary coning of right turn lanes to provide free right turn movements

Specific Temporary Transportation Management and Control Measures for each respective intersection shall be as follows:

Higher Attendance Festivals:

Intersection	Temporary Measures
Friday 3:00 PM to 4:00 PM	
11. Jefferson Street and Avenue 54 (LQ)	Temporarily cone westbound right turn lane to allow for a free right turn. Add traffic control personnel (TCP).
33. Interstate 10 EB Off-Ramp and Monroe Street (I,C)	Temporarily redesignate eastbound off-ramp to one shared left/right lane and one right lane to allow two lanes for right turns. Temporarily cone the shadowed central roadway area on Monroe Street between EB ramps and south of bridge over flood channel for southbound lane, to provide two southbound lanes to accommodate turns from two right lanes. Add traffic control personnel (TCP)
Saturday 2:00 PM to 3:00 PM	
11. Jefferson Street and Avenue 54 (LQ)	Temporarily cone westbound tight turn lane for free right turn. Add traffic control personnel (TCP) (Same measure as for Friday 3:00 PM to 4:00 PM)
22. Monroe Street and Avenue 52 (I)	Temporarily cone southbound approach to allow second right turn lane. Add traffic control personnel (TCP). (Also widen Avenue 52 from Monroe Street to Clinton Street to provide two westbound lanes- permanent measure. Roadway improvements shall be completed prior to commencing of the first Future Festival).
Monday 8:00 to 9:00	
6. Jefferson Street and Indio Boulevard (I)	Temporarily cone one eastbound through-lane to allow a second eastbound right turn lane. Add traffic control personnel (TCP).

Intersection	Temporary Measures
9. Jefferson Street and Avenue 50 (LQ)	Temporarily cone westbound approach to provide second westbound right turn lane.
13. Madison Street & Avenue 50	Temporarily cone northbound approach to provide two left turn lanes. Temporarily cone westbound lanes to provide two through lanes. Temporarily prohibit eastbound left, southbound thru and westbound left – as implemented at times for existing festivals). Add traffic control personnel (TCP).
14. Madison Street & Avenue 52 (LQ)	Temporarily prohibit northbound left and westbound through moves, to allow free southbound right turn. Add traffic control personnel (TCP).
26. Jackson Street & Avenue 50 (I)	Add traffic control personnel (TCP).
33. Interstate 10 Off-Ramp and Monroe Street	Temporarily redesignate eastbound off-ramp to one shared left/right lane and one right lane, to allow two lanes for right turns. Temporarily cone the shadowed central roadway on Monroe Street between EB ramps and south of bridge over flood channel for southbound lane, to provide two southbound lanes to accommodate turns from two right turn lanes. Add traffic control personnel (TCP). (Same measure as for Friday 3:00 PM to 4:00 PM.)

Lower Attendance Festivals:

Intersection	Temporary Measures
Friday 3:00 PM to 4:00 PM	
11. Jefferson Street and Avenue 54 (LQ)	Temporarily cone westbound right turn lane to allow for a free right turn. Add traffic control personnel (TCP).
22. Monroe Street and Avenue 52 (I)	Temporarily cone southbound approach to allow second right turn lane. Add traffic control personnel (TCP). (Also widen Avenue 52 from Monroe Street to Clinton Street to provide two westbound lanes- permanent measure. All roadway improvements shall be completed prior to commencing of the first Future Festival).
33. Interstate 10 Off-Ramp and Monroe Street (I, C)	Temporarily redesignate eastbound off-ramp to one shared left/right lane and one right lane, to allow two lanes for right turns. Temporarily cone the shadowed central roadway on Monroe Street between EB ramps and south of bridge over flood channel for southbound lane, to provide two southbound lanes to accommodate turns from two right turn lanes. Add traffic control personnel (TCP).
Monday 8:00 AM to 9:00 AM	
13. Madison Street & Avenue 50	Temporarily cone northbound approach to provide two left turn lanes. Temporarily cone westbound lanes to provide two through lanes. Temporarily prohibit eastbound left, southbound thru and westbound left – as implemented at times for existing festivals). Add traffic control personnel (TCP).
26. Jackson Street & Avenue 50 (I)	Add traffic control personnel (TCP).

The Temporary Transportation Management and Control Measures shall be implemented to the satisfaction of the City of Indio Police Department, Traffic Engineer, and Community Development Department staff prior to commencement of each individual Future Festival.

TR 2-2 The Festival Operator shall work with the City of Indio and City of La Quinta to provide advance notice and information regarding project impacts and traffic control measures to residents who live in locations where alternate routes are not available. The notification shall inform affected residents of the roadways and intersections likely to be affected by the Future Festivals so that residents can plan ahead to avoid those areas as necessary to minimize impacts. A written notification and mailing distribution list shall be developed in consultation with the City of Indio and City of La Quinta Community Services Department. Once the written notification content and format is approved, the Festival Operator must distribute the notification via mail within an appropriate timeframe (as determined by the City and Festival Operator) before a Future Festival event.

TR 3-1 Prior to the commencement of the first Future Festival in 2014, Avenue 52 shall be widened between Monroe Street and Clinton Street. The widening shall comprise an adequate structural section including adding asphalt road surface and roadway base to provide one additional westbound lane (for a total of two lanes) between Monroe Street and Clinton Street. Relocation of utilities and provision of curb/gutter shall not be required. All road improvement plans shall be submitted for review and approval to the City of Indio Community Development and Public Works Departments. All roadway improvements shall be completed prior to commencing of the first Future Festival.

C. EXISTING CONDITIONS

1. Roadway Network

Regional access to the Approved Festival Site is provided by the I-10 Freeway, which is located in the northern part of the Study Area, and runs approximately north-west to south-east. The I-10 is a six-lane freeway and there are interchanges with surface arterial streets at Washington Street, Jefferson Street, Monroe Street, Jackson Street, and Golf Center Parkway.

Key northbound streets are Monroe Street and Jackson Street to the east of the Approved Festival Site and Madison Street, Jefferson Street, and Washington Street to the west of the Approved Festival Site. Monroe Street and Madison Street serve the Approved Festival Site directly. Key east-west streets are Avenue 50, Avenue 49, Avenue 48, Highway 111, Fred Waring Drive, and Indio Boulevard to the north of

the Approved Festival Site, and Avenue 52 and Avenue 54 to the south of the Approved Festival Site. Avenue 49, Avenue 50, and Avenue 52 provide direct access to the site.

There have been several roadway system changes since the 2012 Traffic Study that were being planned at the time of the 2012 Traffic Study and were included in the analysis of the 2014 conditions in that study for that reason. A number of improvements to the roadway system have been implemented since the 2012 Traffic Study, which have enhanced roadway capacity and operational efficiency on roadways leading to and adjacent to the Festival Site, and which are detailed below.

- Monroe Street from Avenue 49 to Avenue 52 has been widened to two lanes in both directions.
- Madison Street from Avenue 50 to Avenue 52 has been widened to three lanes, one lane in each direction with a central turn lane.
- On Avenue 52 from Monroe Street to Madison Street, one westbound lane has been added.
- At the Monroe Avenue and I-10 Eastbound Ramps a traffic signal has been installed at this intersection, and the eastbound off-ramp has been widened to include one shared left/though lane and one right turn lane.
- At the Monroe Street and Avenue 49 intersection, a traffic signal has been installed.
- At the Monroe Street and Avenue 50 intersection, the traffic signal has been upgraded.
- At Jefferson Street and Avenue 52, the roundabout has been reconstructed to include one lane circulating around the roundabout and one bypass lane for right turns on each approach, and single approach lanes. This improvement was completed in 2015.
- Jefferson Street Interchange/I-10: The Jefferson Street interchange with I-10 is currently being improved and reconstructed and is scheduled for completion by early 2017. The interchange will be enhanced with increased capacity with the following key improvements: Indio Boulevard will be extended in a new alignment across the I-10 to connect to Varner Road; the existing eastbound off-ramp with two lanes and a stop sign will be replaced by a much longer off-ramp with four lanes at a traffic signal with Indio Boulevard; and the existing westbound on-ramp will be replaced with enhanced on-ramps from a traffic signal on Indio Boulevard.

2. Intersection Counts

Traffic counts were taken in March 2015 at a sample of eight representative intersections in the Study Area. These counts were compared to the Approved Project counts for 2015 from the 2012 Traffic Study. The results were analyzed by key roadway corridor for each of the three time periods studied: (1) Friday (3:00 PM – 4:00 PM); (2) Saturday (2:00 PM – 3:00 PM); and (3) Monday (8:00 AM – 9:00 AM).

The primary north/south roadway counts for Friday totaled 7,328 trips, an increase of approximately 602 trips when compared to the 2015 projected volumes from the 2012 Traffic Study. The primary east/west

roadway counts for Friday totaled 7,105 trips, a decrease of 385 trips when compared to the 2015 projected volumes.

The primary north/south roadway counts for Saturday totaled 4,992 trips, a decrease of approximately 411 trips when compared to the 2015 projected volumes from the 2012 Traffic Study. The primary east/west roadway counts for Saturday totaled 5,605 trips, a decrease of 477 trips when compared to the 2015 projected volumes.

The primary north/south roadway counts for Monday totaled 4,767 trips, an increase of approximately 296 trips when compared to the 2015 projected volumes from the 2012 Traffic Study. The primary east/west roadway counts for Monday totaled 4,401 trips, an increase of 570 trips when compared to the 2015 projected volumes.

3. Freeway Counts

A check was conducted of existing freeway volumes in the same manner as the 2012 Traffic Study. The most recently available freeway volume counts from Caltrans are from 2014.

The eastbound/westbound freeway volumes for Friday totaled 38,830 trips, an increase of approximately 102 trips when compared to the 2014 projected volumes from the 2012 Traffic Study. The primary eastbound/westbound freeway volumes for Saturday totaled 35,131 trips, an increase of 87 trips when compared to the 2014 projected volumes. The eastbound/westbound freeway volumes for Monday totaled 32,422 trips, an increase of 83 trips when compared to the 2014 projected volumes.

D. ANALYSIS OF THE MODIFIED PROJECT

The Modified Festival Site is approximately 41.8 acres larger than the 601-acre Approved Festival Site. With the additional acreage, the Modified Project is proposing to change the maximum permitted daily All-Inclusive Attendance[2] for the Higher Attendance Festivals from 99,000 persons to 125,000 persons (Modified Higher Attendance Festivals) and to change the Lower Attendance Festivals from 75,000 persons to 85,000 persons (Modified Lower Attendance Festivals). The areas to be added include 41.8 acres of land located adjacent to the Approved Festival Site within the Approved Overlay Zone. The additional acres would be used for Support Areas, General Admission Parking Areas, a Taxi/Uber/Lyft Area, and Camping Areas, and to expand the Performance Area.

For the Modified Higher Attendance Festivals, the Modified Festival Site would provide parking for up to approximately 14,320 Car Camping vehicles, 1,010 tent camping sites, 1,700 companion parking vehicles

2 All-Inclusive Attendance is defined as the attendance including all patrons, staff, vendors, and artists.

(associated with car camping), 13,400 vehicles in the General Admission Parking Areas, and 5,820 vehicles for staff and artists in the Support Areas. This compares to the current capacity parking supply of approximately 12,500 Car Camping vehicles, 1,010 tent camping sites, 1,700 companion parking vehicles (associated with car camping), 10,900 vehicles in the General Admission Parking Areas, and 5,160 vehicles for staff and artists in the Support Areas. For the Modified Lower Attendance Festivals, the Modified Festival Site would provide parking for approximately 3,000 recreational vehicles, 424 tent camping spaces, 848 Car Camping vehicles, 2,825 Companion Parking spaces in the Camping Areas, 12,969 vehicles in the General Admission Parking Areas, and 5,820 vehicles for staff and artists in the Support Areas. This compares to the current capacity parking supply of approximately 2,500 recreational vehicles, 380 tent camping spaces, 750 Car Camping vehicles, 3,000 Companion Parking spaces in the Camping Areas, 12,470 vehicles in the General Admission Parking Areas, and 5,160 vehicles for staff and artists in the Support Areas.

Revision of Festival Plan Feature FPF TR-3 is also proposed to move Taxi operations from the corner of Avenue 52 and Madison Street to Avenue the Taxi/Uber/Lyft Area on Monroe Street between Avenue 49 and Avenue 50.

The methodology of the 2015 Traffic Study is the same methodology used in the 2012 Traffic Study. The 2015 Traffic Study contains a focused analysis of a key subset of 21 intersection locations, 6 freeway mainline locations, and 5 freeway ramps to evaluate the potential effects of proposed modifications to the Music Festival Plan. The focused analysis is applicable for the Modified Project because of the recent completion of the 2012 Traffic Study, no change or planned substantial change to the transportation Operations Plan for the Festivals, similar traffic conditions to the 2012 Traffic Study, and identified less than significant impacts prior to mitigation at 20 of the 41 previously analyzed intersections. The same three analysis times were used for the 2015 Traffic Study, Friday from 3:00 PM to 4:00 PM, Saturday 2:00 PM to 3:00 PM, and Monday 8:00 AM to 9:00 AM.

The 2012 Traffic Study forecasted future traffic volumes to the 2014 base year, based on travel forecasts in the City of Indio General Plan and the City of La Quinta General Plan. The 2015 Traffic Study continues to rely upon these travel forecasts by extending the forecasts three years to 2017, utilized existing traffic counts for Friday and Monday peak hours, and 2014 freeway volumes from Caltrans.

1. Higher Attendance Festival Methodology

The 125,000-person capacity festival would include an increase in on-site camping and increased use of the existing shuttle service, which would minimize the increase in daily auto trips to day parking. The capacity of the shuttle service would be expanded to accommodate the increase in attendance and in recognition of the preference for shuttle use by current event patrons. The day parking capacity would

also be increased as necessary, but only to the extent necessary to accommodate the remainder of the increase in attendance.

Of the projected increase in total attendance of 26,000 persons, 32 percent (8,303 persons) would be accommodated in camping, 33 percent (8,580 persons) on the shuttle service, 31 percent (8,233 persons) by daily auto (13 percent by taxi/Pick-Up/Drop-Off (PUDO) / Uber / Lyft and 18 percent by day parking), 2 percent by walk/bike (429 persons), and 2 percent by staff (455 persons) as shown in **Table 3.6-2**, **Higher Capacity Festival Attendees—Estimates by Type and Mode of Arrival.** The total increase in vehicle trips from the proposed increase in attendance from 99,000 to 125,000 for the Higher Attendance Festivals is 5,754 as shown in **Table 3.6-2.**

Festival Plan Features

The Festival Plan Features would be modified and implemented by the Festival Operator:

Parking Capacity

The Approved Project on-site parking supply of 31,270 spaces would be increased to approximately 36,240 spaces, an increase of 4,970 spaces and would be comprised of mostly car camping and day parking.

Camping

The total number of people camping would increase approximately 26 percent from 31,570 to 39,872 persons, which would require an additional utilization of 3,180 camping spaces. The number of physical camping spaces would increase from 15,210 to 17,030 spaces, or an increase of 1,820 spaces. During the 2014 Festival event, approximately 2,441 camping spaces went unused. Full utilization of 2014 Festival spaces and an increase in physical spaces would yield a net of 4,261 additional spaces – sufficient to accommodate the projected increased need of 3,180 spaces. The additional 38.3 acres of camping areas would be located adjacent to existing camping areas and would be accessible at the same locations so that the distribution of camping traffic would not change.

Shuttles

The proportion of patrons using the shuttle system for the Modified Project is projected to increase from 18 percent to 22 percent. Approximately 39 percent of the total increase in patrons would be accommodated on the shuttle. This projection reflects a steady increase in shuttle ridership since 2012. In 2012, 16,840 festival attendees arrived by shuttle. This grew to 15,750 passengers in 2013, 20,200 passengers in 2014 and 22,500 passengers in 2015. Use of the shuttle has exceeded the projection in the

Table 3.6-2
Higher Capacity Festival Attendees—Estimates by Type and Mode of Arrival

Type	Approved Project 99,000 Capacity			Modified Project 125,000 Capacity			Net Change (125,000 Cap - 99,000 Cap)			
	Vehicles	Persons	% of Total	Vehicles	Persons[1]	% of Total	Vehicles Increase	Persons Increase	% Person Increase	% of Total Person Increase
Car Camping	10,619	28,140	28%	13,412	35,541	28%	2,793	7,401	26%	28%
Tent Camping	450	1,193	1%	569	1,507	1%	119	314	26%	1%
Sub-Total Camping	11,069	29,333	30%	13,980	37,048	30%	2,911	7,715	26%	30%
Companion Camping	1,021	2,236	2%	1,290	2,824	2%	269	588	26%	2%
Total - Camping	12,090	31,570	32%	15,270	39,872	32%	3,180	8,302	26%	32%
Day Parking	11,452	34,082	34%	12,506	37,219	30%	1,054	3,137	9%	12%
Shuttle	N/A	17,745	18%	N/A	27,951	22%	N/A	10,206	58%	39%
Uber/Taxi/PUDO	2,262	6,426	6%	3,485	9,896	8%	1,223	3,470	54%	13%
Walk/Bike	N/A	1,632	2%	N/A	2,061	2%	N/A	429	26%	2%
Total - Patron		91,455	92%		117,000	94%		25,545	28%	98%
Staff/Security	4,944	7,545	8%	5,242	8,000	6%	298	455	6%	2%
GRAND TOTAL	30,747	99,000	100%	36,502	125,000	100%	5,755	26,000	26%	100%

Final EIR, which was that the shuttle system would carry 17,745 passengers. Additional shuttle services would be provided and patrons would be directed to purchase shuttle tickets when purchasing event tickets consistent with current operations. The shuttle routes would remain the same and there would be capacity in Lot 2 on Avenue 50 to expand the on-site Shuttle Terminal.

Autos

While taxi and pickup/dropoff (PUDO) were in operation at the Festivals prior to 2014, Uber/Lyft was not. Uber/Lyft have become increasingly popular, and Uber/Lyft use is expected to be higher than the increase in the use of day parking. A growth of 54 percent in arrivals by Taxi/PUDO/Uber/Lyft is forecast for 2017, largely in Uber/Lyft use. An enhanced and larger Taxi/Uber/Lyft Area would be provided on Monroe Street south of the existing location at Avenue 49 to accommodate the increase. These changes were reflected in the current analysis by removing traffic volumes associated with taxis from the old lot in the southwest corner of the site at Madison Street and Avenue 52, and adding those volumes to/from the new lot on Monroe Street south of Avenue 49. Day parking would increase by only 9 percent, which would require a total of 1,600 additional parking spaces. Due to the full use of camping spaces that were previously being used as day parking, there would be an overall increase need of 2,152 spaces which would be provided at the north end of the site at Lot 1A/1B (2,500 spaces).

Walk/Bike

The proportion of patrons using walk/bike would remain at 2 percent. Approximately 2 percent of the increase in patrons would be accommodated by walk/bike. Walk/Bike trips are projected to increase from 1,632 to 2,061, resulting in 429 additional Walk/Bike trips. The bicycle parking lot located at Avenue 51 and Clinton Street has sufficient capacity to provide parking for this increase.

Staff

The number of staff would increase by approximately 6 percent from 7,545 to 8,000 persons, which would require an increase of 224 staff parking spaces. The additional spaces would be provided in lot one on Avenue 50 just west of Monroe Street.

Transportation Management Plan

In addition to the changes mentioned in Section C. Existing Conditions, the Transportation Management Plans for the Modified Project would continue to evolve and be enhanced from year to year. The following features would be added to the plan for the Modified Project.

General

Increase the proportion of event attendees using the shuttle to 22 percent, which would increase shuttle volume and minimize the increase in day parking trips. This would be achieved by continuing and increasing bundling shuttle passes with event tickets at the time of purchase to facilitate use of the shuttles.

Where the TMP calls for a Traffic Control Officer (TCO) at a signalized intersection, a Traffic Signal Manual Control Device (TSMCD) will be provided to enable the TCO to operate the signal manually.

Friday: 3:00 to 4:00 PM

I-10 Eastbound Ramps at Monroe Street:	Add TCO.
	Add TSMCD

Saturday: 2:00 to 3:00 PM

I-10 Eastbound Ramps at Monroe Street:	Add TCO
	Add TSMCD
Jackson Street & Avenue 50:	Add TCO
	Add TSMCD

Monday: 8:00 to 9:00 AM

I-10 Eastbound Ramps at Monroe Street:	Add TCO
	Add TSMCD
Jefferson Street & Indio Blvd:	Add TCO
	Add TSMCD
Jefferson Street & Avenue 48:	Add TCO
	Adjust TMP to sign/direct exiting traffic onto Madison Street to Highway 111 and west to Jefferson Street as an additional and alternative route to west on Avenue 50, to provide a better distribution of traffic leaving the site.

Exiting camping traffic would not be allowed to use Avenue 51 to Monroe Street during this hour. All exiting camping traffic would be directed to Madison Street.

Trip Generation

Persons

Of the 26,000-person increase, 32 percent would be accommodated in the camping areas. These attendees only arrive once and depart once, as vehicles are not allowed to enter or exit the camping areas during the events, so they would not add to daily trips during the Festival event. Approximately 39 percent of the additional attendees would be accommodated on the shuttle service, which would not add auto trips and would only result in a small increase in the total number of shuttle trips. Approximately 25 percent of the additional attendees would arrive by automobile, with the remaining 2 percent walking or arriving by bicycle. As shown in **Table 3.6-2**, the overall number of vehicle trips, including private autos, and Uber/Lyft/Taxi/PUDO, that would be generated by the Modified Project would be approximately 36,502 trips when compared to approximately 30,747 trips for the Approved Festival, which is an increase of 5,755 trips.

Vehicle Trips During Analysis Hours

An increase in attendees would generate 5,755 additional vehicles, for a total of 36,504 trips. These additional vehicles would not all be on the roadway system at the same time because their arrivals are spread out over a number of hours.

The Friday 3:00 PM to 4:00 PM hour would generate approximately 748 additional vehicle trips, for a total of 4,201 trips, which would include a small amount of inbound camping arrivals, an increase in shuttle buses, an increase in day parking trips, and inbound trips from Uber/Lyft. Trips would be comprised of both inbound and outbound trips.

The Saturday 2:00 PM to 3:00 PM hour would generate approximately 675 additional vehicle trips, for a total of 3,821 trips, which would include a small number of inbound camping arrivals, a majority of Uber/Lyft trips, and inbound day parking trips. Trips would be comprised of both inbound and outbound trips.

The Monday 8:00 AM to 9:00 AM hour would generate approximately 807 additional vehicle trips, for a total of 3,923 trips, the majority being outbound from the Modified Festival Site.

Distribution of Additional Vehicle Trips

The distribution of additional trips was assumed to be similar to the 2012 Traffic Study for all camping and parking lots, with one exception. The distribution of Taxi/Uber/Lyft trips reflects the Transportation Management Plan, which mandates these vehicles arrive using southbound Monroe Street to the

respective lots and leave using southbound Monroe Street, eastbound Avenue 50, and northbound Jackson Street during the hours studied.

2. Lower Attendance Festival Methodology

The 85,000-person Lower Attendance Festivals would include an increase in on-site camping and increased use of the existing shuttle service, which would minimize the increase in daily auto trips to day parking areas. Day parking areas for daily parking by patrons would continue to be located adjacent to the major streets that border the site, including Avenue 52, Madison Street, Monroe Street, Avenue 49, and Avenue 50. The capacity of the shuttle service would also be expanded to accommodate the increase in demand for shuttle services for the 85,000-person Lower Attendance Festivals. The day parking capacity would also be increased as necessary to accommodate the remainder of the increase in attendance. The capacity of on-site recreational vehicle (RV) camping would also be increased.

The projected increase in total attendance would be 10,000 persons, of which 19 percent (1,900 persons) would be accommodated in camping, 33 percent (3,300 persons) on the shuttle service, 39 percent (3,900 persons) by daily auto (27 percent by Taxi/Pick-Up/Drop-Off (PUDO) /Uber/Lyft, and 12 percent by day parking), 2 percent (200 persons) by walk/bike, and 7 percent (700 persons) by staff as shown in **Table 3.6-3**, **Lower Capacity Festival Attendees—Estimates by Type & Mode of Arrival.** The total increase in vehicle trips from the proposed increase in attendance from 75,000 to 85,000 for the Lower Attendance Festivals is 2,365 as shown in **Table 3.6-3**.

Festival Plan Features

Parking Capacity

The existing on-site parking supply of 24,260 spaces would be increased by 1,626 space to approximately 25,886 spaces, and would be comprised of mostly day parking and staff parking.

Camping

The number of persons in camping is projected to increase by approximately 9 percent - a lower increase than the overall attendance increase of 13.3 percent. The total number of people camping would increase by 1,867 persons from 20,635 to 22,502 persons, with RV camping projected to increase by 1,995 persons from 9,975 to 11,970 persons. The additional camping areas would be located adjacent to existing camping areas and would be accessible at the same location as all current camping so that the distribution of camping traffic would not change.

Shuttles

The proportion of patrons using the shuttle system would increase from 17 percent to 19 percent. Approximately 33 percent of the increase in patrons would be accommodated on the shuttle. Shuttle ridership has consistently increased over the years. The number of people using the shuttle system would increase by 26 percent (3,311 persons) from 12,688 to 15,999 persons. Additional shuttle services would be provided and patrons would be directed to purchase shuttle tickets when purchasing event tickets, consistent with current operations. The shuttle routes would remain the same as the Approved Project with additional capacity in Lot 2 on Avenue 50, east of Hjorth Street to expand the on-site Shuttle Terminal.

Autos

Uber/Lyft use would be higher than the increase day parking use. An increase of 50 percent in arrivals by Taxi/PUDO/Uber/Lyft is forecast for 2017, largely in Uber/Lyft use, based on the growth in the use of these services since 2012. Overall, 10 percent of the total number of Festival Attendees are projected to arrive by Taxi/PUDO/Uber/Lyft. This is a slight increase from the 7 percent of total Festival Attendees currently arriving by Taxi/PUDO/Uber/Lyft, reflecting the growth in use of Uber/Lyft services in the past few years.

Day Parking

Day parking would increase by 4 percent, which would require a total of 424 additional parking spaces. The on-site day parking would be expanded by approximately 500 spaces, which would provide sufficient capacity for the additional day parking. These spaces would be provided at the north end of the site on Lot 1A/1B (Area E on **Figure 2.0-3**).

Staff would increase by 13 percent from 5,423 to 6,120 persons, which would require an increase of 540 staff parking spaces. An increase of 660 spaces would be supplied, which would meet the increased demand.

Walk/Bike

The proportion of patrons using walk/bike is projected to remain at 2 percent. Approximately 2 percent of the increase in patrons would be accommodated by walk/bike. Walk/Bike trips are projected to increase from 1,426 to 1,611, resulting in 185 additional Walk/Bike trips. The bicycle parking lot located at Avenue 51 and Clinton Street has sufficient capacity to provide parking for this increase.

Table 3.6-3
Lower Capacity Festival Attendees—Estimates by Type and Mode of Arrival

Type	Approved Project 75,000 Capacity			Modified Project 85,000 Capacity			Net Change (85,000 Cap - 75,000 Cap)			
	Vehicles	Persons	% of Total	Vehicles	Persons[1]	% of Total	Vehicles Increase	Persons Increase	% Person Increase	% of Total Person Increase
RV Camping	2,500	9,975	13%	3,000	11,970	14%	500	1,995	20%	20%
Car Camping	723	1,916	3%	817	2,165	3%	94	249	5%	2%
Tent Camping	285	755	1%	318	843	1%	33	87	11%	1%
Sub-Total Camping	3,508	12,646	17%	4,135	14,978	18%	627	2,331	18%	23%
Companion Camping	3,315	7,989	11%	3,122	7,524	9%	(193)	(465)	-6%	-5%
Total - Camping	6,823	20,635	28%	7,257	22,502	26%	434	1,866	9%	19%
Day Parking	10,406	29,345	39%	10,830	30,540	36%	424	1,195	4%	12%
Shuttle	N/A	12,688	17%	N/A	15,999	19%	N/A	3,311	26%	33%
Uber/Lyft/Taxi/PUDO	1,930	5,480	7%	2,897	8,228	10%	967	2,748	50%	27%
Walk/Bike	N/A	1,426	2%	N/A	1,611	2%	N/A	185	13%	2%
Total - Patron		69,576	93%		78,880	93%		9,305	13%	93%
Staff/Security	4,219	5,424	7%	4,759	6,120	7%	540	695	13%	7%
GRAND TOTAL	23,378	75,000	100%	25,743	85,000	100%	2,365	10,000	10%	100%

Transportation Management Plan

For the 85,000-person Lower Attendance Festival, the following features would be added to the plan:

General

Where the TMP calls for a TCO at a signalized intersection, a TSMCD will be provided to enable the TCO to operate the signal manually.

Friday: 3:00 to 4:00 PM

I-10 Eastbound Ramps at Monroe Street:	Add TCO

Monday: 8:00 to 9:00 PM

I-10 Eastbound Ramps at Monroe Street:	Add TCO
	Add TSMCD
Madison Street and Avenue 50:	In addition to providing a TCO, modify the Traffic Plan to the following intersection configuration: northbound approach as two left turn lanes and one shared through-right lane; southbound approach as one right turn lane; eastbound approach as one through lane; and westbound approach as one through lane and one shared through-right lane.

Trip Generation

Persons

Of the 10,000-person increase, 19 percent would be accommodated in the camping areas. Attendees would only arrive once and depart once, because vehicle are not allowed to arrive or depart from the camping areas during the events, so they would not add to daily trips during the Festival event. Approximately 33 percent would travel to the Festival event on the shuttle service, which would not add auto trips and would only result in a small increase in the total number of shuttle trips. Approximately 39 percent of the additional attendees would arrive by automobile. As shown in **Table 3.6-3**, the overall number of vehicle trips, including private autos, and Uber/Lyft/Taxi/PUDO that would be generated by the Modified Project would be approximately 25,743 trips when compared to approximately 23,378 trips for the Approved Festival, which is an increase of 2,365 trips.

Vehicle Trips during Analysis Hours

An additional 10,000 people would generate 2,365 additional vehicles. These additional vehicles would not all be on the roadway system at the same time because their arrivals are spread out over a number of hours.

The Friday 3:00 PM to 4:00 PM hour would generate approximately 493 additional vehicle trips, which would include a small amount of inbound camping arrivals, an increase in shuttle buses, an increase in day parking trips, and the majority would be inbound trips from Taxi/Uber/Lyft. Trips would be comprised of both inbound and outbound camping, day parking, shuttle, taxi, and staff trips.

The Saturday 2:00 PM to 3:00 PM hour would generate approximately 451 additional vehicle trips, which would consist of a majority of Taxi/Uber/Lyft trips and inbound day parking trips. Trips would be comprised of both inbound and outbound camping, day parking, shuttle, taxi, and staff trips.

The Monday 8:00 AM to 9:00 AM hour would generate approximately 337 additional camping, day parking, shuttle, taxi, and staff trips, the majority being outbound from the Modified Festival Site.

3. Impact Analysis for Higher Attendance Festival

Intersections

The Final EIR analyzed the level of service (LOS) at 41 intersections. Of the 41 intersections analyzed, 20 intersections were determined in the Final EIR to continue to operate at LOS C and LOS D in all the time periods studied. Accordingly, the 2015 Traffic Study analyzed the LOS at 21 key intersections, as shown on **Figure 3.6-1 Study Locations,** based on less than significant impacts at the remaining distant 20 intersections identified in the 2012 Traffic Study. The 21 key intersections were compared to the LOS for the Future Without Project (No Festival Event) using the projections from the Final EIR to the year 2017, as shown in **Table 3.6-4 125,000-Capacity Festival—Future with Project Conditions—Intersection Level of Service.**

Friday 3:00 PM to 4:00 PM

Approximately 18 intersections would operate between LOS A and LOS D without Festival operations when compared to 19 intersections that would operate between LOS A and LOS D with the Modified Project. The Modified Project with Festival operations, including FPFs and MMs, would result in 1 fewer intersections operating between LOS D and LOS F than without Festival operations.

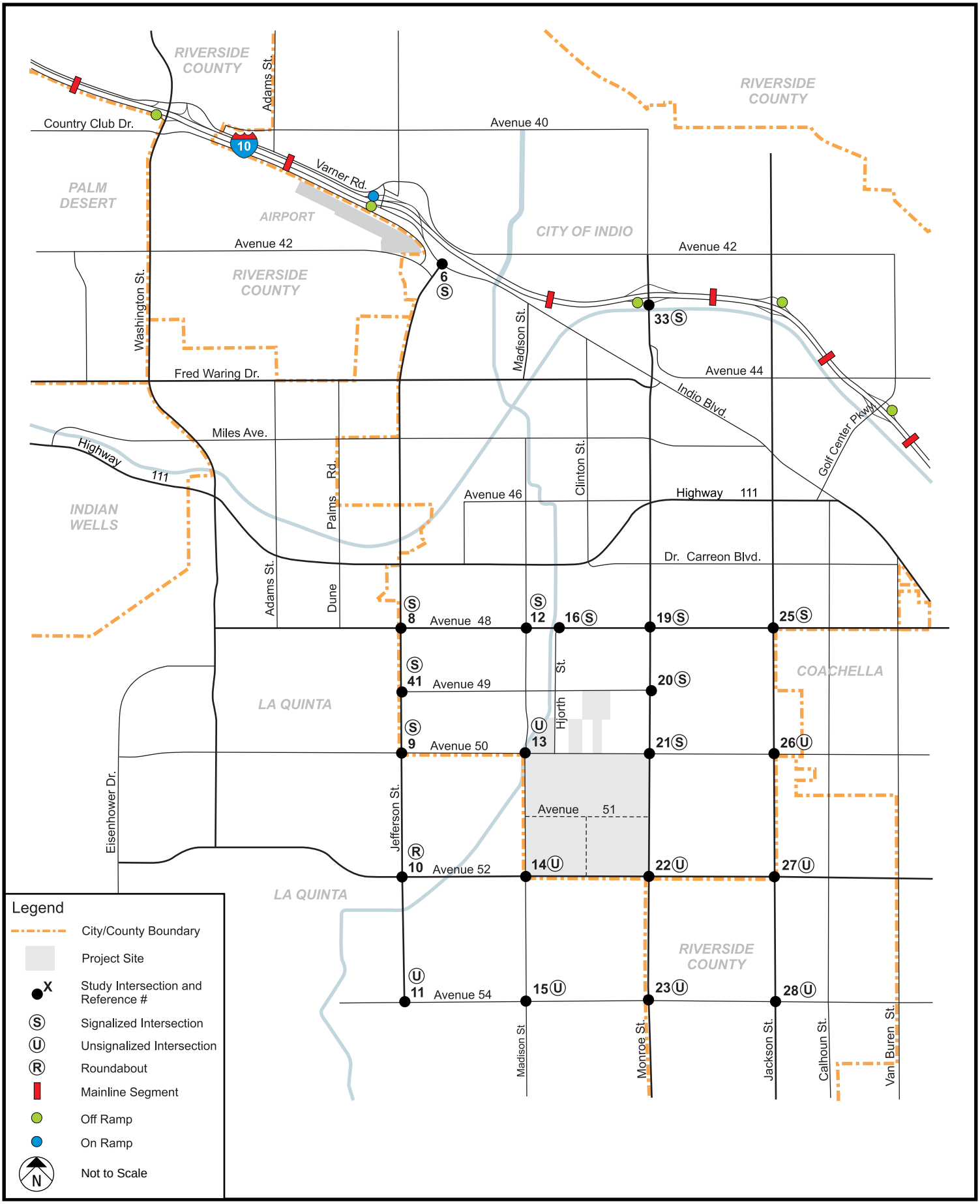
The Final EIR determined that all intersections were projected to have acceptable levels of service during the Approved Project prior to mitigation, except two intersections. Two intersections required implementation of mitigation measures **TR 1-1**, **TR 2-1**, and **TR 2-2** to provide acceptable levels of service:

The Jefferson Street and Avenue 54 and I-10 Eastbound Freeway Ramps and Monroe Street intersections. With mitigation, the Approved Project projected less than significant impacts at these intersections. The level of service during the Modified Project at all analyzed intersections would not exceed the thresholds identified for each jurisdiction, as shown in **Table 3.6-4,** which identifies future without the Project conditions and Future with Project conditions, including FPFs and MMs. Changes to the surrounding roadway system and implementation of adopted mitigation measures **TR 1-1** and **TR 2-1,** which require the preparation and implementation of a Transportation Management Plan that identifies temporary traffic management measures, such as use of temporary traffic signals and traffic control officers at affected intersections, combined with the roadway improvements discussed above would increase capacity for the projected increase in trips. Therefore, the level of service would not substantially change under the Modified Project and no new or substantially more severe impacts would occur.

Saturday 2:00 PM to 3:00 PM

Approximately 17 intersections would operate between LOS A and LOS D without Festival operations when compared to 18 intersections that would operate between LOS A and LOS D with the Modified Project. The Modified Project with Festival operations would result in 1 fewer intersection operating between LOS D and LOS F than without Festival operations.

The Final EIR concluded that all intersections, with the exception of two, were projected to result in less than significant impacts prior to mitigation. With mitigation, the Jefferson Street and Avenue 54 and Monroe Street and Avenue 52 intersections would result in less than significant impacts. The level of service during the Modified Project at all analyzed intersections would not exceed the thresholds identified for each jurisdiction, as shown in **Table 3.6-4,** which identifies future without the Project conditions and Future with Project conditions, including FPFs and MMs. The changes to the surrounding roadway system and implementation of mitigation measures **TR 1-1**, **TR 2-1**, and **TR 2-2**, as identified in the Final EIR would temporarily increase roadway capacity during festival events to ensure no new significant impacts would occur from the Modified Project.



SOURCE: The Mobility Group – 2015

FIGURE **3.6-1**

Meridian Consultants

Study Locations

028-004-15

Table 3.6-4
125,000-Capacity Festival—Future with Project Conditions—Intersection Level of Service

No.	Intersection	Jurisdiction	Type of Traffic Control	Friday 3–4 PM						Saturday 2–3 PM						Monday 8–9 AM					
				Future without Project Conditions		Future with Project Conditions		Delay Increase (sec/ veh)	Significant Impact	Future without Project Conditions		Future with Project Conditions		Delay Increase (sec/ veh)	Significant Impact	Future without Project Conditions		Future with Project Conditions		Delay Increase (sec/ veh)	Significant Impact
				Delay (sec/ veh)	LOS	Delay (sec/ veh)	LOS			Delay (sec/ veh)	LOS	Delay (sec/ veh)	LOS			Delay (sec/ veh)	LOS	Delay (sec/ veh)	LOS		
6	Jefferson St & Indio Blvd	I	Signalized	33.2	C	33.6	C	0.4	No	20.9	C	21.3	C	0.4	No	28.1	C	51.2	D	23.1	No
8	Jefferson St & Ave 48	LQ	Signalized	33.1	C	33.0	C	-0.1	No	32.8	C	33.2	C	0.4	No	52.3	D	54.8	D	2.5	No
9	Jefferson St & Ave 50	LQ	Signalized	35.3	D	35.9	D	0.6	No	34.9	C	35.0	D	0.1	No	27.9	C	29.3	C	1.4	No
10	Jefferson St & Ave 52	LQ	Roundabout	337.9	F	217.1	F	-120.8	No	338.9	F	296.3	F	-42.6	No	353.8	F	11.6	B	-342.2	No
11	Jefferson St & Ave 54	LQ	4-Way Stop	15.2	C	14.4	B	-0.8	No	14.5	B	14.3	B	-0.2	No	26.1	D	26.1	D	0.0	No
12	Madison St & Ave 48	I	Signalized	25.7	C	25.9	C	0.2	No	24.8	C	24.7	C	-0.1	No	25.4	C	28.7	C	3.3	No
13	Madison St & Ave 50	I	4-Way Stop	19.5	C	22.4	C	2.9	No	33.1	D	34.6	D	1.5	No	82.3	F	266.0	F	183.7	No
14	Madison St & Ave 52	LQ	4-Way Stop	31.8	D	21.6	C	-10.2	No	25.6	D	22.1	C	-3.5	No	10.2	B	10.5	B	0.3	No
15	Madison St & Ave 54	LQ	4-Way Stop	36.8	E	33.8	D	-3.0	No	42.7	E	42.1	E	-0.6	No	13.1	B	13.1	B	0.0	No
16	Hjorth St & Ave 48	I	Signalized	19.3	B	21.9	C	2.6	No	12.4	B	14.6	B	2.2	No	12.9	B	12.2	B	-0.7	No
19	Monroe St & Ave 48	I	Signalized	35.2	D	50.4	D	15.2	No	32.6	C	37.4	D	4.8	No	33.5	C	43.1	D	9.6	No
20	Monroe St & Ave 49	I	Signalized	8.3	A	9.0	A	0.7	No	9.4	A	10.1	B	0.7	No	12.4	B	12.3	B	-0.1	No
21	Monroe St & Ave 50	I	Signalized	6.5	A	12.4	B	5.9	No	6.7	A	11.0	B	4.3	No	15.8	B	15.9	B	0.1	No
22	Monroe St & Ave 52	I	4-Way Stop	22.8	C	21.2	C	-1.6	No	58.6	F	59.5	F	0.9	No	64.7	F	76.5	F	11.8	No
23	Monroe St & Ave 54	LQ	4-Way Stop	12.4	B	12.5	B	0.1	No	14.6	B	14.7	B	0.1	No	10.4	B	10.4	B	0.0	No
25	Jackson St & Ave 48	I	Signalized	34.3	C	34.7	C	0.4	No	30.3	C	29.5	C	-0.8	No	28.1	C	28.1	C	0.0	No
26	Jackson St & Ave 50	I	4-Way Stop	78.7	F	130.9	F	52.2	No	46.9	E	29.3	D	-17.6	No	46.6	E	47.3	E	0.7	No
27	Jackson St & Ave 52	CR	4-Way Stop	20.2	C	20.3	C	0.1	No	16.4	C	16.5	C	0.1	No	11.6	B	11.6	B	0.0	No

No.	Intersection	Jurisdiction	Type of Traffic Control	Friday 3–4 PM						Saturday 2–3 PM						Monday 8–9 AM					
				Future without Project Conditions		Future with Project Conditions		Delay Increase (sec/ veh)	Significant Impact	Future without Project Conditions		Future with Project Conditions		Delay Increase (sec/ veh)	Significant Impact	Future without Project Conditions		Future with Project Conditions		Delay Increase (sec/ veh)	Significant Impact
				Delay (sec/ veh)	LOS	Delay (sec/ veh)	LOS			Delay (sec/ veh)	LOS	Delay (sec/ veh)	LOS			Delay (sec/ veh)	LOS	Delay (sec/ veh)	LOS		
28	Jackson St & Ave 54	CR	4-Way Stop	13.1	B	13.1	B	0.0	No	17.4	C	17.4	C	0.0	No	9.6	A	9.6	A	0.0	No
33	I-10 EB Ramps & Monroe St	C	Signalized	33.7	C	44.7	D	11.0	No	20.3	C	25.1	C	4.8	No	42.4	D	57.0	E	14.6	No[a]
41	Jefferson St & Ave 49	LQ	Signalized	20.4	C	21.8	C	1.4	No	19.0	B	19.9	B	0.9	No	18.9	B	20.5	C	1.6	No

Notes: I = City of Indio; LQ = City of La Quinta; CR - County of Riverside; PD = City of Palm Desert; C = Caltrans.
[a] *No reasonable/feasible mitigation, so LOS E accepted by City of Indio under temporary event conditions.*

Monday 8:00 AM to 9:00 AM

Approximately 17 intersections would operate between LOS A and LOS D without Festival operations when compared to 17 intersections that would operate between LOS A and LOS D with the Modified Project. The Modified Project with and without Festival operations would result in a similar number of intersections operating between LOS D and LOS F.

The Final EIR concluded that all intersections, with the exception of six, were projected to result in less than significant impacts prior to mitigation. With mitigation, impacts under the Approved Project at the six intersections would result in less than significant impacts. Under the Modified Project, the level of service at all analyzed intersections would not exceed the thresholds identified for each jurisdiction, as shown in **Table 3.6-1** which identifies future without the Project conditions and Future with Project conditions, including FPFs and MMs. The changes to the surrounding roadway system and implementation of mitigation measures **TR 1-1**, **TR 2-1**, and **TR 2-2** already included in the Final EIR would increase roadway capacity and level of service at these six intersections. No new significant impacts would occur during the Modified Project.

Traffic Queues

The Approved Project Final EIR concluded that there would be no significant impact due to queuing with advanced notice of the Festival events and alternative routes offered to neighborhood residents. As identified in the Final EIR, there would be two significant impacts to residential driveways for residents of the La Quinta Polo Estates on Avenue 50 west of Madison Street, and residents of La Cantera on Avenue 52 between Madison Street and Jefferson Street. Adequate LOS conditions would remain at intersections on alternative routes.

Since certification of the Final EIR for the Music Festivals Plan project, there have been increases in roadway capacity, as described above, on Monroe Street between Avenue 49 and Avenue 52, Avenue 52 between Monroe Street and Madison Street, and on Madison Street between Avenue 50 and Avenue 52, with further increases in capacity planned as part of the Modified Project on Avenue 52 west of Madison Street (by the time of the 2017 Festivals). These improvements led to substantially reduced traffic queues on most roadways which were confirmed by observations during the 2014 and 2015 Festivals.[3]

For the Modified Project, the increase in day parking would be proportionally less than the overall increase in attendance – due to the increased use of the shuttles. The vast majority of the increase in day parking supply would occur off of Avenue 49 at the north end of the Modified Festival Site, and Taxi/Uber/Lyft

3 The Mobility Group, Addendum to the Music Festivals Plan Final EIR, December 2015, March 2015 Coachella Music Festival observations.

services would be relocated from Madison Street and Avenue 52 to the north-east corner on Monroe Street south of Avenue 49. With these changes, the traffic conditions and traffic queues at the two residential driveways noted above, would not worsen, and no new significant queueing impacts would result, with the Modified Project. For the Modified Project, traffic queues would not be greater than identified in the Final EIR. No new significant impacts or a substantial increase in previously identified impacts are expected.

Freeway Segments

For the purposes of the traffic studies and consistency with the approach to intersections in more of the other jurisdictions in the study area, a significant impact would occur if the Modified Project caused the LOS to exceed LOS D, or if the LOS without the Modified Project already exceeded LOS D then if the Modified Project cause the LOS to change from LOS E to LOS F.

The Transportation Study includes an updated analysis of freeway conditions and an assessment of the potential impacts of the Modified Project. The most recent available freeway volume counts available from Caltrans (2014) were compared to the projected 2014 traffic volumes in the original traffic study, and it was determined the projections in the original study adequately represent existing conditions. Updated analysis was completed for all freeway segments analyzed in the original study for the Modified Project. This result of this analysis, presented in Tables III-4a, III-4b, III-4c, and III-4d, in the Transportation Study in **Appendix D**, is presented below.

Friday 3:00 PM to 4:00 PM

The Final EIR concluded that impacts along all freeway segments were less than significant (LOS D or better) and would remain less than significant with implementation of all mitigation. The greatest increase along the freeway generated by Modified Project traffic would increase the demand/capacity (D/C) ratio by 0.042 D/C along the I-10 west of Washington Street with mitigation measure **TR 1-1**, **TR 2-1**, and **TR 2-2**. Similar to the Approved Project, the Modified Project would continue to result in LOS D or better along all freeway segments with the incorporation of mitigation already included in the Final EIR. As a result, the Modified Project would not result in new significant impacts along freeway segments.

Saturday 2:00 PM to 3:00 PM

The Approved Project and Modified Project would result in LOS D or better along all freeway segments, with most segments operating at LOS B or LOS C. The LOS would not exceed the Caltrans LOS target at any location, and there would be no significant freeway segment impacts during this period.

Monday 8:00 AM to 9:00 AM

The Approved Project and Modified Project result in LOS D or better along all freeway segments, with most segments operating at LOS B or LOS C. The LOS would not exceed the Caltrans LOS target at any location, and there would therefore be no significant freeway segment impacts during this period.

Freeway Off-Ramps

The 2015 Traffic Study analyzed eight freeway off-ramps from the I-10 that the Final EIR identified as locations that could be used by Festival event traffic. Westbound traffic is directed to use the off-ramps at the Washington Street, Jefferson Street, Monroe Street, and Jackson Street interchanges. Eastbound traffic is directed to use the off-ramps at the Golf Center Parkway, Jackson Street, Monroe Street, and Jefferson Street interchanges. Use of the interchange at Golf Center Parkway by westbound traffic to the site and use of the Washington Street Interchange by eastbound traffic to the site is minimal because of the location of these interchanges in relation to the site, and because of the signage program that directs festival traffic to use the four previous interchanges in each direction.

The criteria used in the Final EIR and 2015 Traffic Study indicated a significant impact would occur to a freeway off-ramp if the queue length exceeds the total storage length available on the off-ramp and results in queues backing into mainline travel lanes. Ramp conditions were also evaluated using a second level of analysis to determine if the queue length exceeded the storage length of any individual ramp lane. However, if the lane storage queue exceeded the capacity but the overall ramp queue did not exceed the overall ramp capacity and would not back into the mainline travel lanes then it was not considered to be a significant impact.

Friday 3:00 PM to 4:00 PM

The Final EIR and 2015 Traffic Study both state that during this hour, the Festival traffic would be travelling inbound to the Festival Site. Both the Final EIR and the 2015 Traffic Study indicate that the off-ramp traffic queue lengths would not exceed the overall ramp storage lengths at the off-ramp locations, except for the right turn queue at I-10 Eastbound Off-Ramp at Monroe Street during the Approved Project. The total queue length for the off-ramp is 870 feet for the eastbound right turn lane and is 1,740 feet for all lanes.

As identified in the Final EIR, the eastbound right turn queue length would be 902 feet with Festival operations and 462 feet without Festival operations. The Modified Project would result in a 550-foot queue length for the eastbound right turn lane with Festival operations and 396 feet without Festival operations. Therefore, the Modified Project would not exceed the 1,740-foot overall storage length and would not back into the mainline travel lanes for this off-ramp, similar to the Approved Project. No new significant impact at this off-ramp would occur.

Saturday 2:00 PM to 3:00 PM

Festival traffic would be travelling inbound to the Festival Site during both the Approved Project and the Modified Project. Both the Final EIR and 2015 Traffic Study indicate that off-ramp queue lengths would not exceed the ramp storage lengths at any of the off-ramp locations. Accordingly, there would be no new significant impacts at the off-ramp locations from the Modified Project.

Monday 8:00 AM to 9:00 AM

Festival traffic would be travelling outbound from the Festival Site during camping load-out during both the Approved and Modified Project operations. Freeway off-ramps would not be utilized during this time period. Both the Final EIR and 2015 Traffic Study indicate that off-ramp queue lengths would not exceed the ramp storage lengths at any of the off-ramp locations. Accordingly, there would be no significant impacts at the off-ramps from the Modified Project.

Freeway On-Ramps

The 2015 Traffic Study analyzed eight Freeway on-ramps that the Final EIR identified as locations that could be used in the Festival event traffic. There are four on-ramps to the I-10 West, including Washington Street westbound on-ramp, Jefferson Street westbound on-ramp, Monroe Street westbound on-ramp, and Jackson Street westbound on-ramp. There are also four on-ramps to the I-10 East including, Golf Center Parkway eastbound on-ramp, Jackson Street eastbound on-ramp, Monroe Street eastbound on-ramp, and Jefferson Street eastbound on-ramp. There was also one more on-ramp to the I-10 West that was analyzed in the 2015 Traffic Study as an alternative for traffic at Berkey Drive westbound on-ramp.

Caltrans has not adopted significant impact thresholds for on-ramps. For purposes of the Final EIR and the Modified Project, the criteria used to determine a significant impact was if the traffic volumes with Festival operations exceeded the capacity of the on-ramp.

Friday 3:00 PM to 4:00 PM

As indicated in the Final EIR, none of the eastbound or westbound on-ramps with Festival operations or without Festival operations exceed the ramp capacity of 900 vehicles per hour per lane. The greatest increase of vehicles from Festival operations would be 208 vehicles per hour per lane, increasing the ramp volume to 716 vehicles per hour per lane under the Modified Project. The eastbound on-ramps would not increase in volume as a result of the Modified Project. Similar to the Approved Project, the Modified Project would not exceed the capacity of the analyzed on-ramps and would not result in a new significant impact.

Saturday 2:00 PM to 3:00 PM

As indicated in the Final EIR, none of the eastbound or westbound on-ramps with Festival operations or without Festival operations exceed the ramp capacity of 900 vehicles per hour per lane. The greatest increase of vehicles from Festival operations would be 128 vehicles per hour per lane, increasing the ramp volume to 586 vehicles per hour per lane under the Modified Project. The eastbound on-ramps would not increase in volume as a result of the Modified Project. Similar to the Approved Project, the Modified Project would not exceed the capacity of the analyzed on-ramps and would not result in a new significant impact.

Monday 8:00 AM to 9:00 AM

As indicated in the Final EIR, none of the eastbound or westbound on-ramps with Festival operations or without Festival operations exceed the ramp capacity of 900 vehicles per hour per lane. The greatest increase of vehicles from Festival operations would be 619 vehicles per hour per lane, increasing the ramp volume to 790 vehicles per hour per lane under the Modified Project. The eastbound on-ramps would result in an increase of 39 vehicles per lane per hour as a result of the Modified Project. Similar to the Approved Project, the Modified Project would not exceed the capacity of the analyzed on-ramps and would not result in a new significant impact.

4. Impact Analysis for Lower Attendance Festival

Intersections

Similar to the Higher Attendance Festival, a total of 21 key intersections were analyzed for the Modified Project as shown in **Figure 3.6-1** and analyzed in **Table 3.6-5 85,000-Capacity Festival—Future with Project Conditions—Intersection Level of Service**.

Friday 3:00 PM to 4:00 PM

Approximately 16 intersections would operate between LOS A and LOS D without Festival operations compared to 16 intersections that would operate between LOS A and LOS D with the Modified Project.

The Final EIR concluded that all intersections were projected to result in less than significant impacts prior to mitigation, with the exception of Jefferson Street and Avenue 54, Monroe Street and Avenue 52, and I-10 Eastbound Freeway Ramps and Monroe Street. The Final EIR determined that the three intersections would result in less than significant impacts with implementation of mitigation measures **TR 1-1**, **TR 2-1**, and **TR 2-2**. Under the Modified Project, the level of service at all analyzed intersections would not exceed the thresholds identified for each jurisdiction, as shown in **Table 3.6-5,** which identifies future without the Project conditions and Future with Project conditions including FPFs and MMs. The changes to the surrounding roadway system and implementation of mitigation measures **TR 1-1**, **TR 2-1**, and **TR 2-2**

already included in the Final EIR, would increase roadway capacity and maintain levels of service, similar to the level of service identified in the Final EIR. No new significant impacts would occur during the Modified Project.

Saturday 2:00 PM to 3:00 PM

As indicated in the Final EIR, all intersections analyzed would operate between LOS A and LOS D. Similar to the Approved Project, all 21 intersections would operate between LOS A and LOS D with and without Festival operations with the Modified Project. Therefore, the Modified Project would not result in a new significant impact.

Monday 8:00 AM to 9:00 AM

For the Modified Project, 20 intersections would operate between LOS A and LOS D without Festival operations when compared to 18 intersections that would operate between LOS A and LOS D. The Modified Project with Festival operations including FPFs and MMs would result in 2 fewer intersections operating between LOS D and LOS F than without Festival operations.

The Final EIR concluded that all intersections were projected to result in less than significant impacts prior to mitigation, with the exception of Madison Street and Avenue 50 and Jackson Street and Avenue 50. The Final EIR determined that the two intersections would result in less than significant impacts with implementation of mitigation measures **TR 1-1**, **TR 2-1**, and **TR 2-2**. Under the Modified Project, the level of service at all analyzed intersections would not exceed the thresholds identified for each jurisdiction, as shown in **Table 3.6-5,** which identifies future without the Project conditions and Future with Project conditions including FPFs and MMs. The changes to the surrounding roadway system and implementation of mitigation measures **TR 1-1**, **TR 2-1**, and **TR 2-2** already included in the Final EIR, would increase roadway capacity and maintain levels of service, similar to the level of service identified in the Final EIR. No new significant impacts would occur during the Modified Project.

Table 3.6-5
85,000-Capacity Festival—Future with Project Conditions—Intersection Level of Service

No.	Intersection	Jurisdiction	Type of Traffic Control	Friday 3–4 PM						Saturday 2–3 PM						Monday 8–9 AM					
				Future without Project Conditions		Future with Project Conditions		Delay Increase (sec/ veh)	Significant Impact	Future without Project Conditions		Future with Project Conditions		Delay Increase (sec/ veh)	Significant Impact	Future without Project Conditions		Future with Project Conditions		Delay Increase (sec/ veh)	Significant Impact
				Delay (sec/ veh)	LOS	Delay (sec/ veh)	LOS			Delay (sec/ veh)	LOS	Delay (sec/ veh)	LOS			Delay (sec/ veh)	LOS	Delay (sec/ veh)	LOS		
6	Jefferson St & Indio Blvd	I	Signalized	44.0	D	46.2	D	2.2	No	21.2	C	20.6	C	-0.6	No	30.5	C	39.3	D	8.8	No
8	Jefferson St & Ave 48	LQ	Signalized	36.7	D	37.1	D	0.4	No	31.5	C	31.6	C	0.1	No	31.8	C	33.1	C	1.3	No
9	Jefferson St & Ave 50	LQ	Signalized	34.1	C	34.3	C	0.2	No	31.9	C	32.4	C	0.5	No	41.9	D	54.1	D	12.2	No
10	Jefferson St & Ave 52	LQ	Roundabout	541.2	F	541.2	F	0.0	No	177.5	F	109.5	F	-68.0	No	40.1	D	8.6	A	-31.5	No
11	Jefferson St & Ave 54	LQ	4-Way Stop	14.7	B	14.6	B	-0.1	No	28.6	D	24.2	C	-4.4	No	15.8	C	15.8	C	0.0	No
12	Madison St & Ave 48	I	Signalized	25.7	C	25.7	C	0.0	No	26.0	C	26.1	C	0.1	No	24.5	C	26.1	C	1.6	No
13	Madison St & Ave 50	I	4-Way Stop	13.8	B	14.3	B	0.5	No	15.9	C	16.1	C	0.2	No	42.0	E	22.7	C	-19.3	No
14	Madison St & Ave 52	LQ	4-Way Stop	39.9	E	35.1	E	-4.8	No	18.0	C	15.4	C	-2.6	No	35.7	E	19.1	C	-16.6	No
15	Madison St & Ave 54	LQ	4-Way Stop	32.9	D	32.9	D	0.0	No	15.7	C	15.2	C	-0.5	No	11.7	B	11.7	B	0.0	No
16	Hjorth St & Ave 48	I	Signalized	12.6	B	13.3	B	0.7	No	12.8	B	13.5	B	0.7	No	15.5	B	15.2	B	-0.3	No
19	Monroe St & Ave 48	I	Signalized	46.8	D	51.9	D	5.1	No	30.8	C	31.5	C	0.7	No	29.1	C	30.4	C	1.3	No
20	Monroe St & Ave 49	I	Signalized	6.6	A	7.0	A	0.4	No	9.0	A	10.2	B	1.2	No	8.5	A	8.5	A	0.0	No
21	Monroe St & Ave 50	I	Signalized	11.8	B	12.3	B	0.5	No	13.3	B	14.6	B	1.3	No	17.1	B	17.2	B	0.1	No
22	Monroe St & Ave 52	I	4-Way Stop	100.9	F	100.9	F	0.0	No	16.2	C	15.2	C	-1.0	No	10.7	B	10.9	B	0.2	No
23	Monroe St & Ave 54	LQ	4-Way Stop	12.6	B	12.6	B	0.0	No	10.1	B	10.1	B	0.0	No	9.5	A	9.5	A	0.0	No
25	Jackson St & Ave 48	I	Signalized	33.6	C	36.7	D	3.1	No	31.1	C	33.5	C	2.4	No	28.1	C	28.1	C	0.0	No
26	Jackson St & Ave 50	I	4-Way Stop	77.7	F	105.0	F	27.3	No	28.8	D	29.8	D	1.0	No	49.4	E	49.5	E	0.1	No
27	Jackson St & Ave 52	CR	4-Way Stop	23.2	C	23.2	C	0.0	No	13.4	B	13.4	B	0.0	No	12.1	B	12.1	B	0.0	No
28	Jackson St & Ave 54	CR	4-Way Stop	13.8	B	13.8	B	0.0	No	9.9	A	9.9	A	0.0	No	10.2	B	10.2	B	0.0	No
33	I-10 EB Ramps & Monroe St	C	Signalized	70.2	E	73.0	E	2.8	No	48.8	D	43.1	D	-5.7	No	43.4	D	48.6	D	5.2	No
41	Jefferson St & Ave 49	LQ	Signalized	22.3	C	23.4	C	1.1	No	21.2	C	23.0	C	1.8	No	24.0	C	23.9	C	-0.1	No

Notes: I = City of Indio; LQ = City of La Quinta; CR = County of Riverside; PD = City of Palm Desert; C = Caltrans.

Traffic Queues

As identified in the Final EIR, traffic queues during the Lower Attendance Festivals resulted in similar significant impacts to residential driveways for residents of the La Quinta Polo Estates on Avenue 50 west of Madison Street, and residents of La Cantera on Avenue 52 between Madison Street and Jefferson Street. All other queue impacts associated with the Approved Project were projected to result in less than significant impacts. As discussed for the Higher Attendance Festivals during the Modified Project, increases in roadway capacity have occurred around the Festival site. These improvements led to substantially reduced traffic queues on most roadways which were confirmed by observations during the 2014 and 2015 Festivals.[4] With these changes, the traffic conditions and traffic queues at the two residential driveways noted above, would not worsen with the Modified Project. For the Modified Project, traffic queues would not be greater than identified in the Final EIR. No new significant impacts or a substantial increase in previously identified impacts are expected.

Freeway Segments

For the purposes of the traffic studies and consistency with the approach to intersections in more of the other jurisdictions in the study area, a significant impact would occur if the proposed project caused the LOS to exceed LOS D, or if the LOS without the Modified Project already exceeded LOS D then if the Modified Project cause the LOS to change from LOS E to LOS F.

Friday 3:00 PM to 4:00 PM

The Final EIR concluded that impacts along all freeway segments were less than significant (LOS D or better) and would remain less than significant with implementation of all mitigation. The greatest increase along the freeway generated by Modified Project traffic would increase the D/C ratio by 0.024 along the I-10 west of Washington Street with mitigation measure **TR 1-1**, **TR 2-1**, and **TR 2-2**. Similar to the Approved Project, the Modified Project would continue to result in LOS D or better along all freeway segments with the incorporation of mitigation already included in the Final EIR. As a result, the Modified Project would not result in new significant impacts along freeway segments.

Saturday 2:00 PM to 3:00 PM

The Final EIR concluded that impacts along all freeway segments were less than significant (LOS D or better) and would remain less than significant with implementation of all mitigation. The greatest increase along the freeway generated by Modified Project traffic would increase the D/C ratio by 0.022 along the I-10 between Monroe Street and Jackson Street with mitigation measure **TR 1-1**, **TR 2-1**, and **TR 2-2**.

4 The Mobility Group, Addendum to the Music Festivals Plan Final EIR, December 2015, March 2015 Coachella Music Festival observations.

Similar to the Approved Project, the Modified Project would continue to result in LOS D or better along all freeway segments with the incorporation of mitigation already included in the Final EIR. As a result, the Modified Project would not result in new significant impacts along freeway segments.

Monday 8:00 AM to 9:00 AM

The Final EIR and 2015 Traffic Study both state that all freeway segments would operate at LOS D or better, with most segments operating at LOS B or LOS C. Similar to the Approved Project, the LOS under the Modified Project would not exceed the Caltrans LOS target at any location. Therefore, the Modified Project would not result in a new significant impact or a substantial increase in the severity of the identified significant impact.

Freeway Off-Ramps

Similar to the Higher Attendance Festival, four I-10 Westbound and I-10 Eastbound off-ramps were analyzed for the Modified Project.

Friday 3:00 PM to 4:00 PM

The Final EIR and 2015 Traffic Study both state that during this hour, the Festival traffic would be travelling inbound to the Festival Site. Both the Final EIR and the 2015 Traffic Study indicate that the off-ramp traffic queue lengths would not exceed the overall ramp storage lengths at the off-ramp locations, except for the right turn queue at I-10 Eastbound Off-Ramp at Monroe Street. However, consistent with the Final EIR, the total queue length would not exceed the total storage length of the off-ramp. Accordingly, there would be no new significant impacts from the Modified Project.

Saturday 2:00 PM to 3:00 PM

The Final EIR and 2015 Traffic Study both state that during this hour, the Festival traffic would be travelling inbound to the Festival Site. Both the Final EIR and the 2015 Traffic Study indicate that the off-ramp traffic queue lengths would not exceed the overall ramp storage lengths at the off-ramp locations. Accordingly, there would be no new significant impacts from the Modified Project.

Monday 8:00 AM to 9:00 AM

Festival traffic would be travelling outbound from the Festival Site during camping load-out during both the Approved and Modified Project operations. Both the Final EIR and 2015 Traffic Study state that off-ramp queue lengths would not exceed the ramp storage lengths at any of the off-ramp locations. Accordingly, there would be no new significant impacts from the Modified Project.

Freeway On-Ramps

Similar to the Higher Attendance Festival, four I-10 Westbound and I-10 Eastbound on-ramps were analyzed for the Modified Project.

Friday 3:00 PM to 4:00 PM

As indicated in the Final EIR, none of the eastbound or westbound on-ramps with Festival operations or without Festival operations exceed the ramp capacity of 900 vehicles per hour per lane. Similar to the Approved Project, the Modified Project would not exceed the capacity of the analyzed on-ramps and would not result in a new significant impact.

Saturday 2:00 PM to 3:00 PM

As indicated in the Final EIR, none of the eastbound or westbound on-ramps with Festival operations or without Festival operations exceed the ramp capacity of 900 vehicles per hour per lane. Similar to the Approved Project, the Modified Project would not exceed the capacity of the analyzed on-ramps and would not result in a new significant impact.

Monday 8:00 AM to 9:00 AM

As indicated in the Final EIR, none of the eastbound or westbound on-ramps with Festival operations or without Festival operations exceed the ramp capacity of 900 vehicles per hour per lane. Similar to the Approved Project, the Modified Project would not exceed the capacity of the analyzed on-ramps and would not result in a new significant impact.

E. CUMULATIVE IMPACTS

Unlike many land use development projects which function on a regular daily basis, the Modified Project is a special event that occurs only a few times a year each over a 3-day period (5 days including camping arrivals and departures). Traffic characteristics of the Modified Project, similar to the Approved Project, are therefore temporary conditions with highly variable traffic loads, and the higher than normal peak traffic loads on the street system occur for only a few hours during the year. Traffic impacts are temporary, rather than occurring on a day-to-day basis with regular land use development projects.

As is typical for special events, transportation mitigation is more appropriately focused on operational measures that would address the short-term and temporary nature of impacts by managing and maximizing the capacity of the existing roadway infrastructure on a temporary basis during events, rather than on physical infrastructure improvements. Such physical improvements would not be necessary on a regular day-to-day basis to handle normal everyday traffic volumes, and would result in roadway infrastructure (widened roadways or new traffic signals) that would be unused and/or surplus to regular

needs for most of the year when the special events do not occur, and in some cases, undesired by local residents as inappropriate.

The 2017 analysis year, assuming build-out of the City of Indio and City La Quinta to that date, represents a cumulative impact analysis. The temporary nature of the Modified Project, along with the existing mitigation measures from the Final EIR, provided herein represents the impacts, mitigation, and residual impacts for the life of the Modified Project under the cumulative growth forecasts, which are reflected in the traffic conditions without the Modified Project discussed above. No new mitigation is required for the Modified Project. The Modified Project would not coincide with other major special events occurring in Indio. Any such events in the City of Indio would be subject to the issuance of temporary or special event permits as permitted by the applicable zoning and the General Plan. Special events in other communities in the Coachella Valley while the Festival events are taking place would be subject to the issuance of similar permits by these jurisdictions. Accordingly, the Modified Project would not result in the potential for cumulatively considerable traffic impacts.

4.0 EFFECTS PREVIOUSLY FOUND NOT TO BE SIGNIFICANT

The Final EIR identified Effects Not Found to Be Significant. The analysis determined that the following environmental effects of the Project and the cumulative effects of the Project and related projects would be less than significant, avoided, or reduced to less than significant levels by the incorporation of the adopted festival plan features for the Music Festivals Plan and/or other existing regulations: aesthetics; agriculture and forestry resources; air quality—objectionable odors; biological resources—riparian habitat, wetlands, conflict with local policies or ordinances, or conflict with adopted habitat management plan; cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, land use and planning—physically divide a community or conflict with adopted habitat management plan; mineral resources, noise—permanent increase in ambient levels, near an airport land use plan, or within two miles of an airport or private airstrip; population and housing; public services – schools, parks, or other public services; recreation; transportation and traffic—conflict with congestion management plan or change in air traffic patterns; and utilities and services. Updated analysis for each of these topics is provided in this section.

A. AESTHETICS

1. Summary of Analysis in the Final EIR

The Approved Project would not result in any adverse impacts on scenic vistas currently available from the site or surrounding areas because the temporary short-term use of the site for festivals does not involve the construction of any new permanent improvements or structures that would block or limit existing views.

The Approved Festival Site is not located within the vicinity of, or visible from, any designated State scenic highway.[1] The Approved Festival Site consists of property that has been previously disturbed or improved and does not contain any scenic natural or manmade resources. The site is also relatively flat and, for this reason, views of the majority of the site available from the surrounding streets are limited. During the Festival Events, some views are available of the stages, lighting towers, and other features introduced on the site, but these are temporary features that do not result in any permanent change to the visual character of the site.

Temporary structures, including the performance stages and a Ferris wheel, would be placed on the Approved Festival Site for Festival Events. Temporary fencing and signs would also be placed around the Approved Festival Site. The overall intensity and visibility of the temporary structures used would be low

1 California Department of Transportation, Officially Designated State Scenic Highways, Riverside County, http://www.dot.ca.gov/hq/LandArch/scenic/schwy.htm, Last updated March 15, 2012.

because of their location on the site, the flat topography of the site and the surrounding area, and the visual screening provided by the existing vegetation and buildings on the edges of the site. The existing vegetation along the street edges of the site would also screen views of the large camping areas.

There are no existing sources of daytime glare on the Approved Festival Site. Temporary lighting would be used throughout the site to light areas used for circulation, parking, and camping during Festival Events. Additionally, the site presently contains a low level of nighttime lighting due to the low intensity of development and use and the City's lighting standards for the Country Estates zone, which limit the height of building-mounted lights to below the eave line or below the top of the wall if there are no eaves.

The Performance Area at Festival Events would include portable light towers with a height of approximately 30 feet, LED accent lighting, spotlights, and LED screens and similar lighting effects during musical performances at night. The LED lighting used at the outdoor stages and for accent lighting in and around the Performance Area would not produce substantial excess light or glare due to the limited red, green, and blue light spectrum of these LED lights, and the limited and directional nature of LED lights. In addition, the outdoor stages would be located on the portion of the Approved Festival Site on the southwest corner of Avenue 50 and Monroe Street and would be oriented to the south, southwest, and west for the Conceptual Performance Area Layout 1 and would be oriented to the west for the Conceptual Performance Area Layout 2. This location and orientation results in the stages being located approximately 0.75 to 1 mile away from existing residential neighborhoods located to the south and west of the Approved Festival Site and within approximately one-quarter mile of the residential neighborhood located northeast of the intersection of Avenue 50 and Monroe Street Vegetation and fencing around the perimeter of the Approved Festival Site also limits temporary offsite lighting impacts. Because of the distance from residential uses, the 3,000–4,000 NIT[2] intensity of the LED screens used on the stages, and the RBG LED accent lights used, which limit the spectrum of light produced, the accent lighting used on and around the stages will not produce substantial light or glare that would impact residential uses located around the Approved Festival Site.

Festival Plan Feature **FPF AES-1** limits the height of light towers to 30 feet and requires the lights to be directed downward. Festival Plan Feature **FPF AES-2** limits accent lighting in the Performance Area be limited to LED lights or a similar lighting technology to avoid excess light and glare. **FPF AES-3** limits the use of spotlights to small accent spotlights around the Performance Area and requires searchlights and laser lights be directed upward when used in the Performance Area.

The other portable light fixtures used throughout the Approved Festival Site will also be of limited height, shielded, and directed downward to avoid impacting the surrounding area, consistent with the City's

2 One NIT is equal to one candela, a common measurement of the luminous intensity of a light source.

lighting standards for the Country Estates zone. These fixtures will also use colored (i.e., non-white) bulbs, which will reduce the visible spectrum of light produced by each light by 50 percent. As discussed above, use of colored bulbs reduces both glare and glow by reducing the spectrum of light produced.

The temporary new sources of lighting used during the Festival Events would not create substantial light or glare that would adversely affect surrounding uses. The impacts to the darkness of the sky would also be limited by the type of lighting fixtures used. This impact to the darkness of the sky and nighttime views would also be temporary. Lighting impacts would be temporary in nature and not significant, based on the characteristics of the lighting used, as discussed above. No substantial adverse effects to any scenic vistas would result from the use of the Approved Festival Site on a limited basis for the Festival Events that would be allowed by the Project. For these reasons, the impact of the Project on the existing visual character of the Approved Festival Site and its surroundings would be less than significant. Because the Project would allow limited use of the site for Future Festival Events, and no permanent physical changes to the Approved Festival Site are proposed, the Project would not damage scenic resources on the site.

2. Analysis of the Modified Project

The Final EIR determined that the Approved Project would not result in significant impacts on scenic vistas, the existing visual character or quality of the site and its surroundings, and would not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

The Modified Project would increase the attendance level for the Festival Events and would increase the size of the Approved Festival Site by approximately 41.8 acres to accommodate the increase in attendance. The new areas being added are located adjacent to the Approved Festival Site within the Approved Overlay Area that has already been analyzed in the Final EIR. No permanent physical changes to the Festival site would take place with the Modified Project and, for this reason, no new significant impacts to the visual character of the site and the surrounding area would occur. Festival Plan Features **FPF AES-1** through **FPF AES-4** would apply to the Modified Project and would continue to ensure light and glare impacts would be less than significant.

The Modified Project would not result in new significant aesthetic effects because the new areas being added to the site and uses in these areas and the modifications to uses in other portions of the site would not result in any permanent changes to the visual character of the site. No new information has been found that would change the analysis and conclusions contained within the Final EIR. Furthermore, no new information of substantial importance was found that was not previously known or that could have been known with the exercise of reasonable diligence at the time the Final EIR was prepared.

B. AGRICULTURE AND FORESTRY RESOURCES

1. Summary of Analysis in the Final EIR

As identified in the Final EIR, the Approved Festival Site is designated as Prime Farmland, Farmland of Local Importance, Other Land, and Urban and Built-Up Land on the 2010 State Important Farmland Map. Development of the Approved Festival Site is currently permitted by the City of Indio General Plan 2020 and, for the majority of the Approved Festival Site, the Indio Ranchos–Polo Resorts Specific Plan. The impact of the ultimate conversion of the site to non-agricultural use was previously evaluated in the General Plan EIR, and the City Council adopted a Statement of Overriding Considerations for this impact.

A majority of the Approved Festival Site is currently zoned for residential use with a small portion zoned for mobile home use. The site is not currently zoned for agricultural use. A small portion of the site (10 acres) is subject to California Land Conservation Act (formerly known as Williamson Act) contracts.

The nearest agricultural area to the Approved Festival Site is located south of Avenue 52 and east of Monroe Street in unincorporated Riverside County. The Approved Festival Site does not contain any lands designated as forest land and would not result in the loss of forest land or the conversion of forest land to non-forest use.

The Final EIR concluded that the proposed use of the Approved Festival Site on a temporary basis through the year 2030 to hold Festival Events will not result in the permanent conversion of portions of the site designated as Prime Farmland to non-agricultural use; will not conflict with the Williamson Act contract; and will not contribute to the conversion of other nearby agricultural areas to non-agricultural use. Therefore, the impact of the Approved Project on agricultural and forestry resources was found not significant for these reasons.

2. Analysis of the Modified Project

The Final EIR determined the Approved Project would not result in significant impacts on Prime Farmland, Unique Farmland, or Farmland of Statewide Importance; the zoning for agricultural use, or a Williamson Act contract; the conversion of Farmland to non-agricultural use; the zoning for forest land, timberland, or timberland zoned Timberland Production; and the loss of forest land or conversion of forest land to non-forest use.

The Modified Project would increase the Approved Festival Site by approximately 41.8 acres. The new areas being added are located adjacent to the Approved Festival Site within the Approved Overlay Area that has already been analyzed in the Final EIR. Since the Final EIR was certified, the Modified Festival Site continues to be identified on the State Important Farmland Map prepared by the State Department of Conservation as Prime Farmland, Farmland of Local Importance, Urban Built-Up Land, and Other Land;

albeit a smaller amount is now designated as such. Similar to the Approved Project, the Modified Project would not permanently convert any Prime Farmland to non-agricultural use.

The Modified Project would not result in new significant agricultural or forestry resource impacts because the new temporary uses in the areas being added to the site and change in the temporary use of other portions of the existing site would not result in any permanent changes to these areas. No new information has been found that would change the analysis and conclusions contained within the Final EIR. Furthermore, no new information of substantial importance was found that was not previously known or that could have been known with the exercise of reasonable diligence at the time the Final EIR was prepared.

C. AIR QUALITY

1. Summary of Analysis in the Final EIR

As identified in the Final EIR, the Approved Project would generate solid waste and wastewater on the Approved Festival Site that could result in odor impacts. The Performance Area and Camping Areas[3] are located on the Empire and Eldorado Polo Club grounds, which contain stables and other facilities related to the existing equestrian activity. The portable sanitation facilities used during Festival Events are maintained on a daily basis throughout each event. Past festivals have been held on the Approved Festival Site since 1999, except for 2000, and there have been no odor complaints received by the City. Based on the past events, odor impacts from the Approved Project were determined to be less than significant.

2. Analysis of Modified Project

The Final EIR determined that the Approved Project would not result in significant impacts by creating objectionable odors affecting a substantial number of people.

The Modified Project would increase the attendance level at Festival Events through the addition of approximately 41.8 acres to the Approved Festival Site. There would be minimal changes to the location of the Performance Area and current Camping Areas with an additional 8.8 acres added for Tent Camping, Car Camping, and Recreational Vehicle Camping. The portable sanitation facilities used during Festival Events will continue to be maintained on a daily basis throughout each event and be sized accordingly to the number of attendees. Based on past events, it is concluded that there will be no significant change in odor impacts.

The Modified Project would not result in new significant odor effects. No new information has been found that would change the analysis and conclusions contained within the Final EIR, and previous Festival

3 The Camping Areas are the portions of the Future Festival Site used for Tent Camping, Car Camping, and Recreational Vehicle Camping.

Events have not resulted in any odor complaints. Furthermore, no new information of substantial importance was found that was not previously known or that could have been known with the exercise of reasonable diligence at the time the Final EIR was prepared.

D. BIOLOGICAL RESOURCES

1. Summary of Analysis in the Final EIR

The potential for the Approved Project to result in significant impacts to riparian and other sensitive natural communities, wetlands, or conflict with local policies related to biological resources or an applicable conservation plan was determined not to be significant in the Initial Study and is not addressed in detail in the previously certified EIR.

The Approved Festival Site consists of disturbed and improved property and does not include any identified sensitive natural communities or natural water features or drainage features. The existing polo clubs include several manmade water storage ponds and small lakes. The use of the Approved Festival Site on a limited basis for other Festival Events would not include any new permanent improvements to the site. For these reasons, the Approved Project would not result in any impact to native riparian habitat or natural communities identified as sensitive by the California Department of Fish and Game or U.S. Fish and Wildlife Service, nor would it result in any impact to any wetland subject to federal protection under the Clean Water Act. The man-made water features on the site serve as rest stops for migrating waterfowl.

The City of Indio has not adopted policies or ordinances protecting biological resources that apply to the Approved Festival Site. For these reasons, the Approved Project would use the Approved Festival Site on a limited basis and would not conflict with local policies or regulations related to biological resources.

The Coachella Valley Multiple Species Habitat Conservation Plan (CVMSHCP) area includes approximately 1.2 million acres in the Coachella Valley and surrounding mountains in central Riverside County in southern California. The CVMSHCP identifies conservation areas to be protected to provide habitat for multiple sensitive plant and wildlife species. The Music Festival Overlay Area is not located in any of the identified CVMSHCP Conservation Areas.

2. Analysis of Modified Project

The Final EIR determined the Approved Project would not result in significant impacts on, riparian habitat or other sensitive natural community, federally protected wetlands, any local policies or ordinances protecting biological resources, including Habitat Conservation Plans, Community Conservation Plans, or other approved local, regional, or state habitat conservation plans.

The Modified Project would increase the attendance level and increase the size of the Approved Festival Site by approximately 41.8 acres of land located adjacent to the Approved Festival Site within the Approved Overlay Zone that were previously analyzed in the Final EIR. The Modified Project involves the temporary use of existing improvements for a permitted use and does not involve construction of any additional permanent improvements that result in the disturbance of additional land. Accordingly, the Modified Project would conform to the identified policies and programs for the protection and preservation of native and environmentally sensitive biological resources and habitats.

The City of Indio, including the Modified Festival Site, is located within the CVMSHCP area but not within, or near, to any of the designated Conservation Areas. The Modified Project does not conflict with the provisions of the CVMSHCP reserve system as the uses are temporary in nature. Normally, the Plan requires that a habitat acquisition fee be paid for each acre of land that is developed. Funds collected are used to purchase and preserve land within designated Conservation Areas. However, because the Modified Project does not involve the construction of any new permanent improvements, the payment of habitat acquisition fees is not required.

The Modified Project would not result in new significant biological impacts because the new areas being added to the site have been previously disturbed and the 2015 Biological Assessment concluded that no new significant impacts would result from the addition of these areas to the site or due to changes in the existing conditions on the Approved Festival Site. No new information has been identified that would change the analysis and conclusions contained within the Final EIR. Furthermore, no new information of substantial importance has been identified that was not previously known or that could have been known with the exercise of reasonable diligence at the time the Final EIR was prepared.

E. CULTURAL RESOURCES

1. Summary of Analysis in the Final EIR

The majority of the Approved Festival Site is occupied by the Empire and Eldorado Polo Clubs. The Empire Polo Club was established in 1987. The Eldorado Polo Club was established 55 years ago in the Coachella Valley, and moved from Palm Springs to the Approved Festival Site in the mid-1970s. The Approved Project would allow for the use of the Approved Festival Site on a limited basis through 2030 for Festival Events. This temporary use of the Approved Festival Site for five weekends each year would not involve any permanent physical alterations or improvements to the Approved Festival Site. For these reasons, the Approved Project would not result in any adverse change to any historical resources.

The Approved Festival Site is located in a portion of the City of Indio identified as having a low to moderate prehistoric/ethnohistoric cultural resource sensitivity in the City's General Plan.[4] The site consists of property that has been previously disturbed or improved which is used throughout the year for a variety of activities, including polo events, non-profit events, and for the Festival Events in the Spring. The Festival Events would be temporary special events that do not involve the construction or installation of any new permanent facilities or site improvements that would result in ground disturbance that could impact archeological resources. No impacts would result for these reasons.

The Approved Festival Site is located over geologic strata identified as having a high potential for paleontological resources in the City's General Plan.[5] The Festival Events are temporary special events that do not involve the construction or installation of any new permanent facilities or site improvements that would result in ground disturbance that could impact paleontological resources. No impacts would result for this reason.

2. Analysis of Modified Project

The Final EIR determined the Approved Project would not result in significant impacts on historical resources, archaeological resources, paleontological resources, or on human remains.

The Modified Project would increase the attendance level at the Festival Events and add 41.8 acres to the Approved Festival Site consisting of areas located adjacent to the existing site located within the Approved Overlay Area analyzed in the Final EIR. Similar to the Approved Project, the Modified Project would be temporary, and Festival Events would occur five weekends each year. Therefore, the Modified Project would not result in the disturbance of the geologic strata that would impact historic resources, archaeological resources, paleontological resources, or human remains.

The Modified Project would not result in new significant cultural resource impacts because the continued temporary use of the site for these events would not result in any permanent changes to the site. No new information has been found that would change the analysis and conclusions contained within the Final EIR. Furthermore, no new information of substantial importance was found that was not previously known or that could have been known with the exercise of reasonable diligence at the time the Final EIR was prepared.

4 City of Indio, General Plan – 2020, Environmental Setting Report, Figure 4.8-2, Prehistoric/Ethnohistoric Cultural Resources Sensitivity, 1993.

5 City of Indio, General Plan – 2020, Environmental Setting Report, Figure 4.8-12, Sensitive Paleontological Resources, 1993.

F. GEOLOGY AND SOILS

1. Summary of Analysis in the Final EIR

The Approved Festival Site is located within the southern portion of the City of Indio. The nearest potentially active fault is the San Andreas Fault Zone located 5.5 miles north of the Approved Festival Site. There is no evidence of a known fault within the Approved Festival Site and no potential impact from fault rupture exists.

The Approved Festival Site is located within an area where potential seismic impacts could occur from strong seismic ground motion as a result of an earthquake.[6] The Approved Project does not involve the construction of any new permanent structures or site improvements. All temporary structures used for Festival Events would be reviewed by the City and subject to permits and compliance with the California Building Code. The existing and proposed short term and temporary nature of the use of the site for Festival Events would also limit exposure to any strong seismic ground shaking that may result from an earthquake. For these reasons, impacts are less than significant.

The southeastern portion of the Approved Festival Site and the portion on Monroe Street from Avenue 49 to Avenue 50 are located within an area susceptible to liquefaction where groundwater is generally shallower than 30 feet.[7] The groundwater level in the site vicinity is approximately 134 feet below ground surface.[8] Furthermore, the Approved Festival Site consists of dune sand which consists predominantly of very loose, fine grained sand, which drains rapidly and is not subject to liquefaction or other seismic related ground failure conditions. Temporary use of the site on a limited basis through 2030 for Festival Events would not expose people or structures to substantial adverse impacts resulting from seismic related ground failure, including liquefaction because no new permanent structures were proposed.

The topography of the area is generally flat with a few feet of topographical relief. It is located along the central valley floor. As a result, there would be no potential for impacts resulting from landslides on or near the Approved Festival Site. In addition, the Modified Project would implement the adopted mitigation measures to reduce dust emissions and avoid water quality impacts.

The Approved Festival Site includes vacant parcels with exposed soil and unpaved access roads and pedestrian paths that are subject to wind erosion when disturbed. Due to the small number of days per

6 City of Indio, General Plan–2020, Environmental Setting Report, Figure 5.6-2, Geologic Hazard Map, 1993.
7 City of Indio, General Plan – 2020, Figure 5.6-2, Geologic Hazard Map, 1993.
8 Goldenvoice, LLC, Phase I Environmental Site Assessment (ESA) for 37.47-Acre Eldorado Properties, Appendix C, May 2012; Phase I ESA for 39.24-Acre Eldorado Properties, Appendix C, May 2012; and Phase I ESA for 190.86-Acre Eldorado Properties, Appendix C, May 2012.

year these unpaved areas are used, any loss of topsoil would not be substantial and, for this reason, impacts would be less than significant.

The geology and soils conditions on the Approved Festival Site are suitable for the temporary use of the site for the Festival Events. There would be no new permanent structures or site improvements that could be affected by the stability of geologic structures and soils on the site. Therefore, the Approved Project would not be subject to lateral spreading, subsidence, liquefaction, or collapse from being located on an unstable geologic unit that would become unstable as a result of the Approved Project. Impacts would be less than significant.

Expansive soils typically contain high concentrations of clay which when they become saturated with moisture expand and contract. The soil on the Approved Festival Site consists of fine grained sand which has rapid permeability, drains quickly, and is not subject to expansion. As such, expansive soil impacts would be less than significant.

The Approved Project does not include the installation of septic tanks, or use of existing septic tanks or alternative wastewater systems that could be affected by soils conditions. No impacts would occur.

2. Analysis of Modified Project

The Final EIR determined the Approved Project would not result in significant impacts to people or structures due to the rupture of a known earthquake fault, strong seismic ground shaking, seismic-related ground failure or landslides, soil erosion or loss of topsoil, geologic units or soil that is unstable, expansive soil, or soils incapable of adequately supporting the use of existing septic tanks or alternative wastewater disposal systems.

The Modified Project would increase the attendance level at the Festival Events and add approximately 41.8 acres located adjacent to the existing site located within the Approved Overlay Area analyzed in the Final EIR to the Approved Festival Site. Therefore, the same analysis and impacts identified in the Approved Project would apply to the Modified Project.

The Modified Project would not result in any new significant geology and soils impacts because no permanent structures are proposed; moreover, mitigation measures are in place to ensure that soil erosion from wind or water would be controlled. No new information has been found that would change the analysis and conclusions contained within the Final EIR. Furthermore, no new information of substantial importance was found that was not previously known or that could have been known with the exercise of reasonable diligence at the time the Final EIR was prepared.

G. HAZARDS AND HAZARDOUS MATERIALS

1. Summary of Analysis in the Final EIR

The Approved Project involves the transport and use of some materials classified as hazardous, such as compressed gas for cooking, storage of fuel for use in generators and other portable equipment, and occasionally use of pyrotechnics during musical performances. These materials are transported, stored, and used in accordance with existing regulations, and use at the Approved Festivals, is subject to the issuance of permits by the City of Indio Fire Department (Fire Department) and inspections by the Fire Department during the events. No significant impact from the storage and use of the types and amounts of these materials used during these events would result from the Approved Project because the Festival Operator[9] would continue to coordinate with the Fire Department and adhere to the terms of the permits for each festival.

Clean portable toilets, which contain blue deodorizer, have been and will continue to be delivered to the Approved Festival Site prior to the start of Festival Events in Spring and Fall. All chemicals used to clean the portable toilets will be non-hazardous, non-reactive, and free of formaldehyde. No significant impact from the storage and use of the types and amounts of these materials used during these events would result from the Approved Project.

The closest school to the Approved Festival Site is the Mountain Vista Elementary School adjacent and north of Avenue 50 along Hjorth Street. This school is within a quarter mile of the Approved Festival Site. The Approved Project would involve the use and storage of small amounts of some hazardous materials subject to existing regulations, permits, and inspections as described above. As only small amounts of materials classified as hazardous would be stored and used on a temporary basis during the Festival Events over five (5) weekends, subject to the issuance of permits and inspections by the Fire Department, no significant impacts would result.

The Approved Festival Site is not located on a site identified on a list of hazardous materials sites as defined in Government Code Section 65962.5.[10] As a result, the Approved Project would not create a significant hazard to the public or the environment from use of a site with documented hazardous waste contamination. No impact would occur.

The nearest airports to the Approved Festival Site are the Bermuda Dunes airport, located approximately 4.25 miles to the north, and the Jacqueline Cochran Regional Airport, located on the southeast edge of

9 The Applicant, Coachella Music Festival, LLC/Goldenvoice, LLC, or a similar entity that applies for a Major Music Festival Event Permit.

10 California Department of Toxic Substances Control, "EnviroStor," http://www.envirostor.dtsc.ca.gov/public/. Accessed December 14, 2012.

the City of Coachella approximately 4.5 miles to the southeast. Therefore, the site is not located within 2 miles of an airport and, for this reason, no safety impacts from air operations at any nearby airport would occur. Additionally, no private airstrips are located in the vicinity of the Approved Festival Site and no impact would occur.

The Approved Festival Site is surrounded by developed areas and is not located near a fire hazard severity zone as identified by the California Department of Forestry and Fire Protection.[11] Therefore, no impacts would occur.

2. Analysis of Modified Project

The Final EIR determined the Approved Project would not result in significant impacts to the routine transport, use, or disposal of hazardous materials; conditions involving the release of hazardous materials into the environment; an existing or proposed school; previously identified hazardous material sites; airports or airstrips; and people or structures involving wild land fires.

The Modified Project would increase the attendance level at the Festival Events and would increase the size of the Approved Festival by adding approximately 41.8 acres of adjacent land located within the Approved Overlay Area analyzed in the Final EIR.

The Modified Project would not result in new significant hazards and hazardous materials impacts as the Modified Project would not include any new uses that would include the transport, use or disposal of hazardous materials and the storage and use of hazardous materials during the Festival Events is subject to oversight by the Indio Fire Department under existing mitigation that will apply to the Modified Project. No new information has been found that would change the analysis and conclusions contained within the Final EIR. Furthermore, no new information of substantial importance was found that was not previously known or that could have been known with the exercise of reasonable diligence at the time the Final EIR was prepared.

H. HYDROLOGY AND WATER QUALITY

1. Summary of Analysis in the Final EIR

Temporary water quality impacts typically result from construction activities involving grading or soil disturbance which would generate sediment in runoff that impacts waterways or water bodies. Water applied as needed to minimize dust generation from unpaved areas used for parking and circulation would not result in substantial amounts of surface water runoff. The Festival Events would occur outside of the typical rainfall period (December and January) for the area and no temporary drainage impacts would

11 California Department of Forestry and Fire Protection, Fire Hazard Severity Zones in SRA, Western Riverside County, adopted November 2007.

result that could impact the water quality of surface runoff for this reason. The Approved Project would not involve any new permanent physical changes to the site or the establishment of any new permanent use that would impact water or wastewater quality. Therefore, no impact would occur.

The Festival Events would occur outside of the typical rainfall period (December and January) and would not temporarily interfere with the existing groundwater recharge characteristics of the Approved Festival Site. The amount of water used at festivals would not be great enough to result in a substantial depletion in groundwater. Therefore, the impact resulting from the Approved Project would be less than significant.

The Approved Festival Site does not contain any stream or river. Therefore, no erosion impacts would result from alteration of the existing drainage pattern.

The temporary use of the site would not substantially increase the amount of surface runoff which would enter into the City's storm drain system. The unpaved surfaces within the site will be watered to minimize dust and this watering program would not result in substantial amounts of surface water runoff. The festivals would also occur outside of the typical rainfall period (December and January) and temporary changes to the amount of impervious surfaces would not alter the quantity of storm runoff for this reason.

The Approved Project would not place housing within a 100-year flood hazard area.[12] Additionally, no new structures are proposed on the Approved Festival Site. Therefore, no impacts would occur.

The Approved Festival Site is not located within the flood inundation area defined for any dam or levee structure. The site is located south of the Coachella Valley Stormwater Channel. The channel is designed to convey 75,000 cubic feet per second of stormwater.[13] The flood control channel meets US Army Corps of Engineers design standards for the Standard Project Flood (100-year flood event) and no substantial hazard exists from this facility. Therefore, no impacts would occur.

The Approved Festival Site is not located near an ocean, large body of open water, or large topographic feature. As such, the site would not be impacted by a tsunami, seiche, or mudflow. No impacts would occur.

2. Analysis of Modified Project

The Final EIR determined the Approved Project would not result in significant impacts on groundwater supplies, drainage patterns, runoff, water quality, 100-year flood hazard areas or levees or dams. Additionally, there would be no inundation by seiche, tsunami, or mudflow.

12 US Department of Homeland Security, Federal Emergency Management Agency, Flood Insurance Rate Map, Riverside County, California, Map Number 06065C2261G, 2008.

13 City of Indio, General Plan – 2020, Environmental Setting Report, Section 5.7.1, Flood Management, 1996, page 5-48.

The Modified Project would increase the attendance level at the Festival Events and increase the size of the Approved Festival Site by adding approximately 41.8 acres of adjacent land located in the Approved Overlay Area and analyzed in the Final EIR. The Modified Project would result in similar impacts on groundwater supplies, drainage patterns, runoff, water quality, and flooding hazards as those analyzed for the Approved Project in the Final EIR.

The Modified Project would not result in new significant hydrology and water quality impacts because the continued temporary use of the site for the Festival Events would not involve any permanent changes to the site that would affect existing hydrology conditions, and measures to control dust would mitigate water quality impacts. No new information has been found that would change the analysis and conclusions contained within the Final EIR. Furthermore, no new information of substantial importance was found that was not previously known or that could have been known with the exercise of reasonable diligence at the time the Final EIR was prepared.

I. LAND USE AND PLANNING

1. Summary of Analysis in the Final EIR

The use of the Approved Festival Site for the Approved Project is an allowed use and permitted in the applicable land use plans. No new permanent improvements or physical changes would be made to the site. For these reasons, the Approved Project would not physically divide an established community.

As described above, the incorporated City of Indio, including the Approved Festival Site, is located within the CVMSHCP Plan Area but not within, or near to any of the designated Conservation Areas. Normally, the Plan requires that a habitat acquisition fee be paid for each acre of land that is developed. Funds collected are used to purchase and preserve land within designated Conservation Areas. However, because the Modified Project does not involve the construction of any new permanent improvements, the payment of habitat acquisition fees is not required. For these reasons, the Approved Project does not conflict with the provisions of the CVMSHCP and no significant impacts would result.

2. Analysis of Modified Project

The Final EIR determined the Approved Project would not result in significant impacts to an established habitat conservation plan.

The Modified Project would increase the attendance level at the Festival Events and expand the Approved Festival Site by adding approximately 41.8 acres of land located within the Approved Overlay Area analyzed in the Final EIR. Accordingly, the Modified Project would not physically divide an established community nor conflict with the provisions of the CVMSHCP.

The Modified Project would not result in new significant land use and planning impacts because the areas being added are located within the Approved Overlay Area, and use of these areas for future Festivals would be consistent with the Overlay. No new information has been found that would change the analysis and conclusions contained within the Final EIR. Furthermore, no new information of substantial importance was found that was not previously known or that could have been known with the exercise of reasonable diligence at the time the Final EIR was prepared.

J. MINERAL RESOURCES

1. Summary of Analysis in the Final EIR

There are areas within the City designated by the State as containing significant aggregate resources. These areas are located in the northern portion of the City and the Approved Festival Site is located in the southern portion of the City. The General Plan does not define the Approved Festival Site as a locally important mineral resource recovery site. As a result, the Approved Project would not affect the availability of a known mineral resource or result in an impact to locally important mineral resources.

2. Analysis of Modified Project

The Final EIR determined the Approved Project would not result in significant impacts on known mineral resources or locally important mineral resource recovery sites.

The Modified Project includes the addition of approximately 41.8 acres of land located adjacent to the Approved Festival Site in the Approved Overlay Zone previously analyzed in the Final EIR.

The Modified Project would not result in new significant mineral resource impacts because the land in the Approved Overlay Zone is disturbed, is partially developed, and does not contain any known mineral resources of value. No new information has been found that would change the analysis and conclusions contained within the Final EIR. Furthermore, no new information of substantial importance was found that was not previously known or that could have been known with the exercise of reasonable diligence at the time the Final EIR was prepared.

K. NOISE

1. Summary of Analysis in the Final EIR

The limited use of the Approved Festival Site for five weekends per year would not result in permanent increases in ambient noise levels. For these reasons, no new permanent increase in ambient noise levels in the site vicinity would result from the Approved Project.

The Approved Overlay Area is not located within an airport influence area defined in an airport land use plan. The nearest airports to the Approved Festival Site are the Bermuda Dunes airport, located approximately 4.25 miles to the north, and Jacqueline Cochran Regional Airport located approximately 4.5 miles to the southeast. Due to the distance of the site from these airports, the Approved Project would not expose people attending festivals on the site to excessive noise levels from nearby airports. Additionally, no private airstrips are located in the vicinity of the Approved Festival Site. Therefore, no impact would occur.

2. Analysis of Modified Project

The Final EIR determined the Approved Project would not result in significant impacts to ambient noise levels in the project vicinity, airport land use plans, or private airstrips.

The Modified Project would increase the size of the site by adding approximately 41.8 acres located within the Approved Overlay Area to the Approved Festival Site for up to five weekends annually for Festival Events. As part of the Modified Project, the layout of the Performance Area would increase to accommodate the increase in festival attendees. Further discussion of music performance sound is provided in **Section 3.4**. The Modified Project would occur over five weekends—three weekends in the Spring and two weekends in the Fall—similar to the Approved Project. The temporary use of the Modified Festival Site would not result in permanent increases in ambient noise levels. Similar to the Approved Project, the Modified Project is located greater than 2 miles from any public airport or private airstrip. Impacts would remain less than significant.

The Modified Project would not result in new significant noise impacts or any substantial increase in the severity of noise impacts identified in the Final EIR because the changes to the configuration of the site, including the expansion of the Performance Area to include an additional stage and the change in location of camping and parking areas, will not result in any substantial changes to the noise generated during the events. No new information has been found that would change the analysis and conclusions contained within the Final EIR. Furthermore, no new information of substantial importance was found that was not previously known or that could have been known with the exercise of reasonable diligence at the time the Final EIR was prepared.

L. POPULATION AND HOUSING

1. Summary of Analysis in the Final EIR

The Approved Project permits festivals to occur on up to five weekends per year within the Approved Festival Site. While the Approved Project would generate a high level of economic activity in the Coachella Valley, this activity is short term in nature and the types of facilities used by patrons of the festivals would

include existing hotels, motels, restaurants and similar facilities that support tourism and visitors. The festivals would occur in Spring and Fall at the edges of the traditional tourism season in the Coachella Valley and would be using existing available capacity of these facilities. For these reasons, this short term economic activity was determined to be not likely to induce the development of new visitor serving commercial facilities or generate new long-term employment opportunities that would indirectly result in population or housing growth. This temporary use would not result in any direct population growth or indirectly induce substantial population growth because the Approved Project does not involve the development of new homes or businesses and would not extend roads or utilities to an undeveloped area. Because the Approved Project would not result in new permanent structures or infrastructure nor would it remove any existing housing, no impacts would occur.

The Approved Project would not displace substantial numbers of people necessitating the construction of replacement housing elsewhere because the Approved Festival Site does not contain a large number of existing housing units that would be impacted by the Approved Project. No impacts would occur.

2. Analysis of Modified Project

The Final EIR determined the Approved Project would not result in significant impacts to population growth in the area or displacement of existing housing or substantial numbers of people.

The Modified Project would increase the attendance levels for the Festival Events. The increase in attendance would temporarily increase economic activity levels within the Coachella Valley. The Modified Festival Site includes an increase in the size of Camping Areas to accommodate the increase in attendees. Furthermore, attendees would also utilize the existing rental housing stock and hotels and, as a result, would not result in the introduction of permanent population within the Coachella Valley.

The Modified Project would not result in new significant population and housing impacts because no permanent residents would be generated by the five permitted festivals regardless of the increase in attendance. No new information has been found that would change the analysis and conclusions contained within the Final EIR. Furthermore, no new information of substantial importance was found that was not previously known or that could have been known with the exercise of reasonable diligence at the time the Final EIR was prepared.

M. PUBLIC SERVICES

1. Summary of Analysis in the Final EIR

The Approved Project is a temporary use that would not result in a substantial permanent increase in residents. As such, the Approved Project would not generate students within the Coachella Valley Unified

School District or within the Desert Sands Unified School District that would require the construction of new school facilities. The Approved Project also would not require the construction of new park facilities. No impacts were determined to occur.

The Coachella Valley Recreation and Parks District provides recreational activities in the parks. The Approved Project is a temporary use that would not generate permanent residents or require the construction of new park facilities. No impacts were determined to occur.

The Approved Project would not require new schools, parks, or libraries that would require the construction of new governmental facilities because no permanent residents would be generated by the five permitted festivals regardless of the increase in attendance. No impacts were determined to occur.

2. Analysis of Modified Project

The Final EIR determined the Approved Project would not result in significant impacts to schools, parks, or other public services.

The Modified Project would amend the Approved Permit to increase the attendance level at the Festival Events. As identified in the Final EIR, the Festival Events are a temporary use that would not result in any increase in permanent residents. The Modified Festival Site would increase the Camping Area to accommodate the increase in attendees. The temporary use of the Modified Festival Site and the increase in attendees would not generate permanent residents or require the construction of new park facilities. Similar to the Approved Project, the Modified Project would not result in significant impacts to school facilities, park facilities, or other government facilities.

The Modified Project would not result in new significant public services impacts due to the limited and temporary use of the site for up to five weekends per year for the Festival Events. No new information has been found that would change the analysis and conclusions contained within the Final EIR. Furthermore, no new information of substantial importance was found that was not previously known or that could have been known with the exercise of reasonable diligence at the time the Final EIR was prepared.

N. RECREATION

1. Summary of Analysis in the Final EIR

The Approved Project would allow the use of the Approved Festival Site for Festival Events over five weekends per year. During these Festival Events, there is some potential for short-term use of existing park facilities, including campgrounds at Lake Cahuilla, by festival attendees. Payment of campground user fees offset any impact to public campgrounds in the area. Due to the limited number of days per year

these events occur, any increase in use of park facilities would not result in the substantial physical deterioration of these facilities. As such, impacts were identified as less than significant. The Approved Project is temporary in nature and would not include new recreational facilities or require the construction or expansion of recreational facilities.

2. Analysis of Modified Project

The Final EIR determined the Approved Project would not result in significant impacts on the use of existing neighborhood and regional parks or other recreational facilities.

The Modified Project would amend the Approved Permit to increase the maximum daily attendance level for Festival Events. The increase in the maximum daily attendance would have the potential to incrementally increase the use of existing public campgrounds in the area. To offset this demand, 8.8 acres would be added to the Camping Area, including, Tent Camping, Car Camping and Recreational Vehicle Camping. As noted in the Final EIR, users of off-site campgrounds in the area would be required to pay campground user fees. These fees would offset any impact to public campgrounds in the area. Therefore, the Modified Project would not result in impacts on recreation facilities that would necessitate the construction or expansion of recreational facilities.

The Modified Project would not result in new significant recreation impacts because the project is temporary and limited to five weekends per year and would not result in new permanent residents that would use park and recreation facilities. No new information has been found that would change the analysis and conclusions contained within the Final EIR. Furthermore, no new information of substantial importance was found that was not previously known or that could have been known with the exercise of reasonable diligence at the time the Final EIR was prepared.

O. TRANSPORTATION AND TRAFFIC

1. Summary of Analysis in the Final EIR

As identified in the Final EIR, the Approved Project would generate temporary increases in traffic managed through special event traffic management programs for each event approved by the City of Indio. These special events do not conflict with any applicable policies or standards in the Riverside County Congestion Management Plan.

The Final EIR included Festival Plan Feature **FPF NOISE-4** which requires the Festival Operator to coordinate with the Federal Aviation Administration (FAA) to issue a notice restricting aircraft from flying below 2,000 feet when within a two-mile radius of the Approved Festival Site. This advisory was issued by the FAA to ensure no safety risk would result. Safety risks were identified to be less than significant.

2. Analysis of Modified Project

The Final EIR determined the Approved Project would not result in significant impacts on applicable congestion management programs or air traffic patterns.

The Modified Project would increase the attendance level at these events. Similar to the Approved Project, the Modified Project would generate temporary increases in traffic that would be managed pursuant to festival plan features TR 1 through TR 3 and mitigation measures TR 1, TR 2, and TR 3. These festival plan features and mitigation measures require temporary transportation management and control measures and permanent physical improvements around the Modified Festival Site. Similar to the Approved Project, the Modified Project would not conflict with any applicable policies or standards in the Riverside County CMP.

As required by Festival Plan Feature **FPF NOISE-4**, the Festival Operator would continue to coordinate with the FAA to issue a notice restricting aircraft from flying lower than 2,000 feet within 2 miles of the Modified Festival Site for all Festival Events.

The Modified Project would not result in new significant transportation and traffic impacts with implementation of festival plan features and mitigation measures identified above. No new information has been found that would change the analysis and conclusions contained within the Final EIR. Furthermore, no new information of substantial importance was found that was not previously known or that could have been known with the exercise of reasonable diligence at the time the Final EIR was prepared.

P. UTILITIES AND SERVICE SYSTEMS

1. Summary of Analysis in the Final EIR

Wastewater

The Coachella Valley Water District (CVWD) Water Reclamation Plant-10 (WRP-10) on Cook Street in Palm Desert serves the Approved Project. WRP-10 has a combined secondary wastewater treatment design capacity of 18 million gallons per day (mgd) and treats an annual average daily flow of 10.8 mgd.[14] The Approved Project generated a total of approximately 1,327,000 gallons, or approximately 0.089 mgd. As identified in the Final EIR, the WRP-10 has sufficient capacity to accommodate this amount of wastewater, and impacts were identified as less than significant.

14 Coachella Valley Water District, Coachella Valley Water Management Plan Update, 2010, page 4-21; confirmed with Luke Stowe of CVWD on December 17th, 2015, that these numbers are the same.

The Approved Project did not include or require the construction of new water or wastewater treatment facilities because the Approved Project would only use 0.8 percent of the treatment plant capacity. Since the Approved Project did not generate significant wastewater, no new construction was required and no significant environmental effects would occur from construction of these facilities.

Portable sanitation facilities are at the Approved Festival Site for the Approved Project. The CVWD treatment plant serving this site has sufficient capacity to accommodate the amount of wastewater that would be generated by the Approved Project and impacts were identified to be less than significant.

Stormwater

The Approved Project did not require or result in the construction of new storm water drainage facilities or the expansion of existing facilities. Since no new construction was proposed, there was no significant environmental effects resulting from construction.

Water Supply

The Final EIR identified that the Approved Project would use approximately 3.2 acre-feet of domestic water and 155 acre-feet of irrigation water over the course of five Festival Events. According to the Indio Water Authority's 2010 Urban Water Management Plan, a planning document for water supply and demand, the City's 2015 water demand is projected to be 26,700 acre-feet and the 2030 water demand is projected at 46,500 acre-feet. The water demand associated with the Approved Project would account for 0.01 percent of total demand within the City in 2015 and a negligible amount of the projected citywide demand in 2030. There were sufficient supplies available to meet the Approved Project demand during normal and dry years,[15] and impacts would be less than significant.

Solid Waste

As identified in the Final EIR, the Approved Project generated an average of 106 tons of solid waste per festival day, or 1,590 tons per year for a total of approximately 27,030 tons of solid waste for the next 17 years.[16] The Approved Project would not increase the average amount of solid waste received at each transfer station above the permitted maximum daily capacity and would account for approximately 0.02 percent of the remaining capacity of the El Sobrante landfill. As such, impacts were identified as less than significant. Due to the short term nature of the Approved Project, which would occur over 15 festival days a year, and the total tons and the remaining capacity of the El Sobrante landfill, the Approved Project would not contribute to a cumulatively considerable impact.

15 Indio Water Authority, 2010 Urban Water Management Plan, 26,700 acre feet, (2011) Table 6-12.

16 106 tons per festival day*15 days*15 years = 24,180 tons.

Approximately 18 percent of solid waste generated by the Higher and Lower Attendance Festivals was recycled. All festivals would recycle waste generated by the events according to local, State, and federal guidelines. Therefore, impacts were identified as less than significant.

2. Analysis of Modified Project

The Final EIR determined the Approved Project would not result in significant impacts on wastewater treatment requirements, stormwater drainage, water supplies, or landfill capacity.

The Modified Project would amend the Approved Permit to increase the attendance level. The Modified Project would generate approximately 1,615,000 gallons of wastewater, an increase of 288,000 gallons above the Approved Project. Wastewater generation by the Modified Project would increase by 22 percent above the Approved Project. The average flow to WRP-10 is 10.8 mgd with a secondary treatment capacity of 15 mgd and a tertiary treatment capacity of 18 mgd. The 288,000-gallon increase in wastewater required for treatment would account for less than 1 percent of the remaining WRP-10 secondary treatment capacity and tertiary treatment capacity. Adequate capacity at WRP-10 is available to treat wastewater generated on site and impacts would be less than significant.

The Modified Project would not result in new construction or infrastructure within the Modified Festival Site. Since no new construction is proposed, no new stormwater drainage facilities or the expansion of existing facilities is required. Therefore, no significant environmental effects resulting from construction would occur. Impacts would be less than significant.

The Modified Project would use approximately 3.9 acre-feet of domestic water and 168 acre-feet of irrigation water over the course of five events.[17] This would increase domestic water use by 0.7 acre-feet, or 22 percent, and irrigation water use by 13 acre-feet, or 8.4 percent, above the domestic and irrigation water use required for the Approved Project. According to the City's 2010 Urban Water Management Plan, a planning document for water supply and demand, the City's yearly multiple dry year water demand is projected to be 28,260 acre-feet. The water demand associated with the Modified Project would account for 0.6 percent of total demand within the City in 2017. The City has sufficient supplies available to meet this projected demand during normal and dry years.[18] Impacts would be less than significant.

The Modified Project would generate 1,612 tons per year of solid waste and a total of 24,180 tons of solid waste over 15 years. This would increase solid waste by 22 tons per year of solid waste, or an increase of 330 total tons, above solid waste generated by the Approved Project. The remaining capacity at the El Sobrante Landfill is approximately 37.157 million tons and is estimated to close in 2045. The Modified

17 The Modified Project will increase the Approved Festival Site by approximately 55 acres, or a 9.2 percent increase.

18 Indio Water Authority, 2010 Urban Water Management Plan, 26,700 acre feet, (2011) Table 6-12.

Project would account for approximately 0.06 percent of the remaining capacity. The Modified Project would continue to implement the programs included in the Approved Project to recycle approximately 20 percent of solid waste generated by the events. Impacts would be less than significant.

The Modified Project would not result in new significant utilities and service system effects. No new information has been found that would change the analysis and conclusions contained within the Final EIR. Furthermore, no new information of substantial importance was found that was not previously known or that could have been known with the exercise of reasonable diligence at the time the Final EIR was prepared.