

Environmental Element	<b>Table ES-3: Effects of Coachella Valley CDCA Plan Amendment Alternatives</b> NOTE: Where specific plan element actions are not discussed, no beneficial or adverse impacts are anticipated.			
	Alternative A	Alternative B	Alternative C	Alternative D
<b>ACECs</b>	No new ACECs would be designated.	7,292 acres would be designated as new ACECs	23,631 acres would be designated as new ACECs	No new ACECs would be designated.
<b>Wilderness</b>	Management of all activities in accordance with <b>regional land health standards</b> would help maintain wilderness character on 160,551 acres of BLM-managed wilderness, or possibly enhance such character where improvements to resource conditions occur.	Management of all activities in accordance with <b>regional land health standards</b> and <b>habitat conservation objectives</b> , would help maintain wilderness character on 160,551 acres of BLM-managed wilderness or possibly enhance such character where improvements to resource conditions occur.	Management of all activities in accordance with <b>regional land health standards</b> and <b>habitat conservation objectives</b> , would help maintain wilderness character on 160,551 acres of BLM-managed wilderness or possibly enhance such character where improvements to resource conditions occur	Management of all activities in accordance with National Fallback Standards adopted as <b>regional land health standards</b> would help maintain wilderness character on 160,551 acres of BLM-managed wilderness where improvements to resource conditions are accrued.
<b>Wild &amp; Scenic Rivers</b>	Management of all activities in accordance with <b>regional land health standards</b> and continued suspension of <b>grazing</b> within the Whitewater allotment would help maintain and could enhance the outstandingly remarkable values of BLM-managed river segments located within Whitewater Canyon and Mission Creek. These segments totaling 19.1 miles in length are eligible for wild and scenic river designation. Such management would also help maintain and could enhance outstandingly remarkable values of a BLM-managed river segment in Palm Canyon. This segment totaling 1.2 miles in	Management of all activities in accordance with <b>regional land health standards</b> and <b>habitat conservation objectives</b> for riparian communities would allow for continued recovery of riparian areas, thereby maintaining and potentially enhancing the outstandingly remarkable values of BLM-managed river segments located within Whitewater Canyon and Mission Creek. These segments totaling 19.1 miles in length are eligible for wild and scenic river designation. Elimination of the Whitewater <b>grazing</b> allotment north of the county line, affecting 5.8 miles of BLM-managed river segments in Whitewater Canyon and Mission Creek, would	Management of all activities in accordance with <b>regional land health standards</b> and <b>habitat conservation objectives</b> for riparian communities, and elimination of the Whitewater <b>grazing</b> allotment in its entirety would allow for continued recovery of riparian areas, thereby maintaining and potentially enhancing the outstandingly remarkable values of BLM-managed river segments located within Whitewater Canyon and Mission Creek. These segments totaling 19.1 miles in length are eligible for designation as wild and scenic rivers. Such management would also help maintain and	Management of all activities in accordance with National Fallback Standards adopted as <b>regional land health standards</b> would help maintain and could enhance the resource conditions of BLM-managed river segments located in Whitewater Canyon, Mission Creek, and Palm Canyon, totaling 20.3 miles in length. Eligibility determinations regarding possible designation of these segments as wild and scenic rivers would not be made at this time.

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<b>Wild &amp; Scenic Rivers (continued)</b>	length is eligible for wild and scenic river designation.	additionally promote continued recovery of riparian areas at this location, thereby maintaining and potentially enhancing the outstandingly remarkable values of the river segments. The Palm Canyon <b>land exchange</b> with the Agua Caliente Tribe would transfer responsibility for coordinating a wild and scenic river suitability study of Palm Canyon to the USFS, pursuant to its land use plan decisions.	could enhance outstandingly remarkable values of a BLM-managed river segment in Palm Canyon. This segment totaling 1.2 miles in length is also eligible for wild and scenic river designation.	
<b>Livestock Grazing and Farmlands</b>	38,936 acres of a federal grazing allotment (990 animal unit months per year) would continue to be unavailable for up to 10 years while suitability / compatibility assessments were conducted. If found not suitable / compatible, impacts would be the same as under Alternative C. If found to be suitable / compatible, impacts would be the same as Alternative D. No impact to farmlands as no BLM lands are under lease for agricultural production.	Approximately 9,700 acres of federal grazing allotment would be retired, thus eliminating 248 animal unit months per year. The grazing regime may be adjusted to meet <b>regional land health standards</b> and <b>habitat conservation objectives</b> . No impact to farmlands as no BLM lands are under lease for agricultural production.	38,936 acres of federal grazing allotment would be retired, thus eliminating 990 animal unit months (119 head of cattle) per year. No impact to farmlands as no BLM lands are under lease for agricultural production.	No impact to grazing nor farmlands. Grazing on 38,936 acres of BLM-managed lands would continue to be available for grazing, providing 990 animal unit months.
<b>Transportation</b>	No impact. BLM may grant rights-of-ways for needed road access across public lands.	Same as Alternative A.	Same as Alternative A.	Same as Alternative A.

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<b>Soil, Geology, Mineral, Energy Resources</b>	Valid existing rights would be unaffected. BLM-managed public lands outside existing ACECs, Monuments and wilderness would continue to be available for sand and gravel mining. New mining and wind energy facilities within CVMSHCP conservation areas would be subject to conformance with the <b>habitat conservation objectives</b> . An additional 200-300 acres of wind energy development would occur north of Highway 111, most likely in areas historically used for wind energy generation. Additional mitigation measures may be required to meet those objectives, resulting in potentially increased project costs.	Valid existing rights would be unaffected. Up to 3,783 acres of State designated sand and gravel resource areas would be available for mining which is anticipated to meet the needs of the developing community for at least the next 20 years, and probably longer. The best available mining sites are in production (556 acres) and are included in the resource areas. An additional 200-300 acres of wind energy development would occur north of Highway 111, most likely in areas historically used for wind energy generation. New mining areas, wind energy facilities, and utility lines within conservation areas (up to 2,232 acres affected) would be subject to conformance with the <b>habitat conservation objectives</b> . Additional mitigation measures may be required to meet those objectives, resulting in potentially increased costs. If the habitat conservation objectives in an area could not be met, mining would foregone.	Valid existing rights would be unaffected. 1,551 acres of State designated sand and gravel resource areas would be available for mining. 2,232 acres of State designated sand and gravel resource areas would be unavailable for mining. New and renewals of windparks would be restricted, and would not likely meet future demand for wind power generation. New utility lines would be subject to conformance with the <b>habitat conservation objectives</b> . Additional mitigation measures may be required to meet those objectives, resulting in potentially increased project costs.	Valid existing rights would be unaffected. New utility projects would be required to be in compliance with the standard suite of environmental laws, including the Endangered Species Act. Mining on currently permitted mining operations on 556 acres of BLM-lands would continue.
<b>Recreation</b>	Designation of Indio Hills, Drop 31, Windy Point, and Iron Door as “open areas” for <b>motorized-vehicle access</b> would enhance opportunities for	Designation of Drop 31 as an “open area” for <b>motorized-vehicle access</b> would enhance opportunities for vehicular free-play activities on 1,440 acres of	Closure of Windy Point south of Highway 111, and limiting motorized-vehicle access to designated routes at Indio Hills, Iron Door, and Drop 31 would	Restricting <b>motorized-vehicle access</b> to designated routes of travel in the Windy Point area south of Highway 11, as

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<b>Recreation (continued)</b>	vehicular free-play activities on 3,800 acres of public land throughout the Coachella Valley. Designation of Windy Point south of Highway 111 as an open area, however, would be inconsistent with the Santa Rosa and San Jacinto Mountains National Monument Act of 2000. Restricting use of <b>hiking, biking, and equestrian trails</b> would diminish opportunities for non-motorized recreation activities to the degree that limitations are imposed through the activity level planning process.	public land in the eastern portion of the Coachella Valley. Closure of Windy Point south of Highway 111 would diminish opportunities for OHV activities in an area where OHV use has become informally established, thereby displacing 100-150 people on busy weekends. This closure would largely eliminate dune-based OHV opportunities on public lands in the Coachella Valley. Limiting vehicle use to designated routes at Indio Hills and Iron Door would displace up to about 150 OHV users where OHV free-play areas have been informally established. Closure of 26 miles of routes currently available for use to meet <b>habitat conservation objectives</b> and <b>air quality</b> standards would diminish opportunities for vehicle touring by about 19 percent. Restricting use of <b>hiking, biking, and equestrian trails</b> would diminish opportunities for non-motorized recreation activities to the degree that limitations are imposed through the activity level planning process.	diminish opportunities for OHV free-play activities that have historically been available and frequently enjoyed at these sites, thereby displacing up to 500 OHV users per week during the cooler months. Prohibiting <b>vehicle camping</b> on public lands within conservation areas would diminish opportunities in those areas, primarily on the developed valley floor. Closure of 46 miles of routes currently available for use to meet <b>habitat conservation objectives</b> and further improve <b>air quality</b> relative to Alternative B would diminish opportunities for vehicle touring by about 34%. Restricting use of <b>hiking, biking, and equestrian trails</b> would diminish opportunities for non-motorized recreation activities to the degree that limitations are imposed through the activity level planning process.	required by the Santa Rosa and San Jacinto Mountains National Monument Act of 2000, would eliminate vehicular free-play activities on the sand dunes and adjacent lands that have historically occurred.



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<b>Vehicle Access (continued)</b>		low use levels. Re-evaluation of route designation in the Dunn Road area upon bighorn sheep recovery may allow for increased public recreation by vehicle.	grant would be continued, but a through road is unlikely to persist.	
<b>Floodplains and Hydrology</b>	No impacts. BLM must consult with the U.S. Army Corp of Engineers prior to authorizing on public lands any activities which may affect waters of the U.S. and related floodplains.	Same as Alternative A	Same as Alternative A	Same as Alternative A
<b>Water Quality</b>	No impact. The <b>land health standards</b> incorporate best management practices for protecting water quality which apply to activities on BLM land.	Same as Alternative A	Same as Alternative A	No impact. BLM activities which may affect water quality are subject to State Water Quality Control Board permitting procedures and/or pollution control measures.
<b>Biological</b>	<p><b>Habitat Conservation Objectives, Land Health Standards, Fire Management Categories, Exchange, Sale and Acquisition Criteria, and Management of Acquired Lands:</b> Management of biological resources would be consistent with Federal law and regulation, absent a landscape approach to multi-species habitat conservation.</p> <p>Suspension of <b>grazing</b> within the Whitewater allotment would</p>	<p>Established <b>Habitat Conservation Objectives</b> benefit biological species by providing criteria upon which to base future actions on BLM land, thereby providing for landscape level conservation of sensitive biological species.</p> <p>Implementation of <b>Land Health Standards, Fire Management Categories, Exchange, Sale and Acquisition Criteria</b> and <b>Management of Acquired Lands</b>, would provide a</p>	<p><b>Habitat Conservation Objectives, Land Health Standards, Fire Management Categories, Exchange, Sale and Acquisition Criteria, and Management of Acquired Lands:</b> Impacts would be the same as Alternative B.</p> <p>Management of all activities in accordance with <b>regional land health standards</b> and <b>habitat conservation objectives</b>, and elimination of the Whitewater <b>grazing</b> allotment in its entirety</p>	<p><b>Habitat Conservation Objectives, Land Health Standards, Fire Management Categories, Exchange, Sale and Acquisition Criteria, and Management of Acquired Lands:</b> Impacts would be the same as Alternative A.</p> <p>Management of all activities in accordance with National Fallback Standards adopted as <b>regional land health standards</b> would improve</p>

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<b>Biological (cont.)</b>	<p>improve biological resources where improvements to resource conditions are accrued.</p> <p><b>Motorized vehicles</b> can negatively impact biological resources by increasing visitor traffic to sensitive biological areas. Motorized vehicles can increase erosion thereby impacting soil microorganisms.</p> <p><b>Motorized Vehicle Area Designations</b> of “Open” negatively impact sensitive biological resources by not limiting vehicle access to managed routes, thereby increasing sand compaction and erosion and potentially decreasing plant populations.</p> <p><b>Bighorn Sheep Recovery Strategy</b> benefits bighorn sheep and other species by controlling tamarisk, managing water sources, constructing fences, reviewing research, limiting helicopter overflights, thereby limiting disturbance to sheep, etc.</p>	<p>landscape approach to multi-species habitat conservation.</p> <p>Management of all activities in accordance with <b>regional land health standards</b> and <b>habitat conservation objectives</b>, and elimination of the Whitewater <b>grazing</b> allotment north of the county line would improve biological resources where improvements to resource conditions are accrued.</p> <p><b>Motorized Vehicles:</b> Same as Alternative A and C.</p> <p><b>Motorized Vehicle Area Designations:</b> Same as Alternative A and C.</p> <p><b>Bighorn Sheep Recovery Strategy:</b> Similar to Alternative A with additional measures to further reduce impacts.</p> <p>Use of <b>Hiking, Biking, and Equestrian Trails</b> may be limited, including area closures, providing a benefit to sensitive biological resources</p>	<p>would would improve biological resources where improvements to resource conditions are accrued.</p> <p><b>Motorized Vehicles:</b> Closure of roads can decrease visitation and therefore decrease potential negative effects to biological resources.</p> <p><b>Motorized Vehicle Area Designations:</b> Not designating areas as “Open” can decrease visitation and therefore decrease potential negative effects to biological resources.</p> <p><b>Bighorn Sheep Recovery Strategy:</b> Similar to Alternative B with additional measures to further reduce impacts.</p> <p><b>Hiking, Biking, and Equestrian Trails:</b> Same as Alternative B.</p>	<p>biological resources where improvements to resource conditions are accrued.</p> <p><b>Motorized Vehicles:</b> Same as Alternative A.</p> <p><b>Motorized Vehicle Area Designations:</b> Same as Alternative A.</p> <p><b>Bighorn Sheep Recovery Strategy</b> benefits bighorn sheep by removing tamarisk and considerend recovery strategies such as constructing fences reviewing research and monitoring proposals on a case-by-case basis.</p> <p><b>Hiking, Biking, and Equestrian Trails</b> Negative impact to sensitive biological resources may result without ability to limit use.</p>
<b>Cultural/Native</b>	<p><b>Motorized vehicles</b> provide for public enjoyment and may</p>	<p>Same as Alternative A and C.</p>	<p>Closure of roads would decrease visitation and</p>	<p>Same as Alternative A.</p>

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	generate appreciation for cultural resources. However access can also increase visitation and therefore risk of vandalism to cultural resources. Motorized vehicles can increase erosion where roads pass near or through archaeological sites. Roads also provide Native American access to ceremonial sites and traditional plant collecting areas.		therefore risk of vandalism to cultural resources. Closure of roads could also limit Native American access to ceremonial sites and traditional plant collecting areas. Closure of roads would limit public enjoyment of cultural sites.	
<b>Air Quality</b>	The <b>land health standards</b> incorporate best management practices for protecting air quality which apply to activities on BLM land. The Windy Point, Indio Hills and Iron Door <b>open areas</b> would contribute to the non-attainment of PM-10 standards documented at the Indio air quality monitoring station. Open <b>routes</b> upwind of the Indio station would also contribute to the PM-10 non-attainment. To the extent public land activities contribute to PM-10 levels, other non-federal land uses may be constrained in order to meet air quality standards for the benefit of valley residents.	The <b>land health standards</b> incorporate best management practices for protecting air quality which apply to activities on BLM land Establishing an OHV <b>open area</b> downwind of most Coachella Valley residents, and limiting motorized vehicle access to designated routes in other areas, would reduce PM-10 emissions originating from the public lands. To the extent management of public land activities contributes to reducing PM-10 levels, other non-federal land uses may be less constrained in order to meet air quality standards for the benefit of valley residents.	The <b>land health standards</b> incorporate best management practices for protecting air quality which apply to activities on BLM land. The motorized-vehicle <b>area closures</b> and limiting <b>routes</b> to paved and maintained dirt roads would minimize PM-10 emissions originating from the public lands.	Management of BLM activities which may exceed NAAQ standards would comply with the Clean Air Act and would be affected by consultation with the South Coast Air Quality Management District. However management of activities on BLM-managed public lands would not significantly contribute to resolving PM-10 non-attainment problems in the Coachella Valley.
<b>Noise</b>	<b>Motorized vehicles</b> and <i>wind</i>	<b>Motorized vehicles</b> and <i>wind</i>	<b>Motorized vehicles</b> and <i>wind</i>	Same as Alternative A.

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	<p><i>turbines</i> would generate the most noise from the public lands. Recent wind turbine technology has reduced noise generated and wind turbines must meet County standards for noise levels generated. Off highway vehicles would generate noise affecting nearby residential areas including Snow Creek, Sky Valley and North Shore. This impact is low to residents outside the immediate area due to the remoteness of public lands and relatively low traffic volume passing the areas.</p>	<p><i>turbines</i> would generate the most noise from the public lands. Recent wind turbine technology has reduced noise generated and wind turbines must meet County standards for noise levels generated. Off highway vehicles would generate noise affecting nearby residential areas in North Shore. This impact is low to residents outside the immediate area due to the remoteness of public lands and relatively low traffic volume passing the areas. With a single area of focus, noise impacts would be partly mitigated through law enforcement.</p>	<p><i>turbines</i> would generate the most noise from the public lands. Recent wind turbine technology has reduced noise generated and wind turbines must meet County standards for noise levels generated. Off highway vehicles would not generate noise affecting nearby residential areas at Snow Creek, Sky Valley and North Shore. This overall impact is low due to the remoteness of public lands and relatively low traffic volume passing the areas. Same as Alternative A.</p>	
<b>Hazardous Materials and Waste</b>	No impact. All activities on BLM lands must comply with Federal, State and local law related to the proper disposal of hazardous and solid wastes.	Same as Alternative A	Same as Alternative A	Same as Alternative A
<b>Visual Resource Management</b>	Within the 91,327 acres of BLM-managed lands designated as VRM Class 1, very limited management activities would be allowed. Substantial protection of visual resources is also afforded to 94,637 acres of BLM-managed lands designated as VRM Class 2—activities on these	Same as Alternative A.	Same as Alternative A.	Interim VRM objectives would be established for affected lands on a case-by-case basis when project proposals are submitted to the BLM. VRM objectives would not be known prior to the time actions are proposed. Contrast Ratings that measure the degree of

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<b>Visual Resource Management (cont.)</b>	lands must remain subordinate to the existing landscape, thereby limiting the degree of landscape modification allowed. The greatest flexibility for landscape modifications would be found on the 13,727 acres of BLM-managed lands designated as VRM Class 4 where management activities may be a dominant element of the landscape. Within the 128,350-acre NECO overlap area, no VRM classes are assigned. Impacts in this area are the same as Alternative D.			contrast between a proposed activity and the existing landscape would be prepared relative to the interim objectives. Decisions to redesign, abandon or reject, or proceed would be based on the Contrast Rating.
<b>Utilities</b>	Valid existing rights would be unaffected. New utilities within conservation areas would be subject to mitigation and alignment in conformance with the <b>habitat conservation objectives</b> . Additional mitigation measures may be required to meet those objectives, would result in potentially increased project costs.	Same as Alternative A. In addition, <b>designated wind park areas, communication sites and utility corridors</b> are anticipated to meet the needs of the developing community for at least the next 20 years. The best available wind park and communication sites are already in production and are included in the designations.	Valid existing rights would be unaffected. Restriction of new windparks & communication sites, as well as renewals, would constrain the public land contribution wind power generation and communication site needs which support communities locally and in Southern California. New utility lines would be subject to conformance with the <b>habitat conservation objectives</b> . Additional mitigation measures may be required to meet those objectives, resulting in potentially increased project costs.	Valid existing rights would be unaffected. Requiring new utility projects to be in compliance with the standard suite of environmental laws, including the Endangered Species Act would have no additional impact.

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<b>Socio-Economic</b>	<p>Opportunities for future economic development on the public lands would remain substantially unchanged from those currently available.</p> <p>Support to community infrastructure from public lands would continue at current levels, with slight increases in wind power generation, communication site capacity and sand and gravel supplies over time in response to demand.</p> <p>With multiple designated open areas, public lands would absorb more of the off highway vehicle use, reducing vehicle use pressure on non-federal lands.</p> <p>Generation of noise and dust by off highway vehicles would affect nearby residential areas including Snow Creek, Sky Valley and North Shore. Dust generation may also contribute to declines in air quality, in turn affecting other land uses in the Coachella Valley.</p>	<p>This alternative provides for future economic development of the BLM-managed lands and makes available resources needed for development for at least the next 20 years.</p> <p>Support to community infrastructure from public lands would continue at current levels, with slight increases in wind power generation, communication site capacity and sand and gravel supplies, over time, in response to demand.</p> <p>With one designated open area, public lands would absorb a portion of the off highway vehicle use. Because most non-federal land OHV use is in the form of free play, an opportunity not readily available at Drop 31, little change in vehicle use pressure on non-federal lands would occur.</p> <p>Off highway vehicles would generate noise and dust affecting nearby residential areas in North Shore. The dust impact would be reduced relative to other areas, given the course soils in the traveled washes. The Impact is low to residents outside the immediate</p>	<p>This alternative would substantially restrict opportunities for future economic development of the BLM-managed lands</p> <p>Support to community infrastructure from public lands would continue at current levels, in the short term. However, long term supplies for sand and gravel from local public land sources would be constrained. Should adequate local supplies from non-federal lands become inadequate, construction and road maintenance cost would rise to pay the cost of importing material. Energy generation would also be constrained as local contributions to energy supply were reduced. However, changes in local supply are unlikely to significantly affect costs to consumers relative to other factors. Communications site availability would also diminish over time. This may create Problems in servicing growing demand if technology change does resolve the issues.</p> <p>With no designated open area, public lands would not absorb any portion of the off highway vehicle use, other than that</p>	<p>Same as Alternative A..</p>

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<b>Socio-Economic (cont.)</b>		area due to the remoteness of the public lands and the relatively low traffic volume passing the area. With a single area of focus, noise and dust impacts would be partly mitigated through law enforcement.	which occurred in trespass. With enforcement on the federal lands, OHV use pressure would be displaced to non-federal lands.  Off highway vehicles would generate noise and dust affecting nearby residential areas in areas removed from public lands. It is difficult to determine which areas and residents in the Coachella Valley would be affected. Enforcement actions by various jurisdictions could move the impact around.	
<b>Environmental Justice</b>	The public lands are remote enough such that activities on the public lands result in few to no impacts to nearby residences. Any major construction project proposed on the public lands is subject to further review in order to minimize health risks to children and to promote environmental justice.	Same as Alternative A.	Same as Alternative A.	Same as Alternative A.