Draft Environmental Impact Report

Coachella Airport Business Park Development
SCH No. 2023040106

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ES.1 PROJECT LOCATION

The proposed Project site is located at the northwest corner of the intersection of State Route 86 (SR 86) and Airport Boulevard in the City of Coachella (City), in the County of Riverside (County), California. The site is comprised of four (4) parcels totaling approximately 47.96 acres in size. The Assessor's Parcel Numbers (APNs) for the site are 763-330-013, 763-330-018, and 763-330-029 (see Exhibit 2.1: Regional Location and Exhibit 2.2: Project Location). The proposed site is a currently vacant parcel surrounded by SR 86 to the east, Airport Boulevard to the south, the Coachella Valley Stormwater Channel (CVSC) and Avenue 54 to the approximate west and north, respectively (see Exhibit 2.3: Project Site and Exhibit 2.4: Site Plan). It is located in an area of the city that is mostly vacant to the north and east, with some light industrial uses located to the west, and residential uses to the south of the Project site.

ES.2 PROJECT SUMMARY

The proposed Project would include the development of a currently vacant and undeveloped approximate 47.96 acres in the southeastern portion of the city of Coachella. The overall proposed Project site would be developed for approximately 42.36 acres of industrial uses while an Imperial Irrigation District (IID) substation would be located at the northern 5.6 acres of the overall Project site and includes the related Project components and entitlements further described in Section 2.0, *Project Description*, of this EIR.

As a new business park development within the City, the overall proposed Project site would be developed for industrial uses comprised of large and small warehouse, personal vehicle storage and self-storage units, small business use spaces, a small retail and restaurant development, a billboard sign, and a fuel station with a convenience store, as well as associated landscaping, parking, lighting, and signage. Below is a summary of the Project components:

- The approximate 4,000 square foot (sqft) fuel station with associated convenience store and parking would be located at the site's entrance along Airport Boulevard, with an approximate 4,650 sqft retail and drive-through restaurant located to the northeast of the site entrance.
- Eighteen (18) proposed small business buildings, approximately 4,500 sqft in size each and totaling about 81,000 sqft, would be located along the site's eastern frontage along SR 86 and to the north of the fuel station and convenience store site within the southern portion of the overall Project site.
- Four (4) structures for storing personal vehicles averaging 19,200 sqft (for an estimated total of 76,800 sqft) with an internal open space area would be located to the north of the small business buildings and to the west of the proposed small warehouse buildings on site.
- Seventeen (17) self-storage buildings totaling 128,600 sqft, ranging in size between 5,200 sqft and 10,400 sqft, would be located in the center portion of the site, west of the small warehouse buildings.
- Five (5) small warehouse structures, ranging in size from 9,600 sqft to 24,000 sqft (totaling approximately 96,000 sqft) would also be located along the site's eastern frontage along SR 86. Six (6) large warehouse structures ranging in size from 22.400 sqft to 48,800 sqft, totaling approximately 233,100 sqft of warehouse space would be located along the northern portion of the site, in close proximity to the proposed electric substation.

- An IID substation facility would be located at the northern end of the overall Project site on a parcel that has been acquired from the California Department of Transportation (Caltrans). The Project Applicant now owns the substation parcel. The new 315-foot x 315-foot electrical substation will require at least one 1-25 mega volt ampere (MVA) 92/13.2 kilovolt (kV) transformer bank in order to provide adequate power for the proposed Project. The final components of the new substation will be determined in consultation with IID and may include additional facilities to improve electrical system resiliency and reliability to the surrounding community. There also would be 92 kV transmission line extensions and associated distribution feeders/backbones and distribution line extensions installed on the substation portion of the overall Project site.
- Utility connections to Coachella Water Authority (CWA) waterlines and Coachella Valley Water District (CVWD) sewer lines are proposed as part of Project implementation.

ES.3 PROJECT OBJECTIVES

Pursuant to Section 15124(b) of the CEQA Guidelines, the EIR project description must include "[a] statement of objectives sought by the proposed project… The statement of objectives should include the underlying purpose of the project." The goals and objectives established for the Project are as follows:

- Provide development of an underutilized site with existing arterial and roadway access.
- Create new and diverse employment opportunities within the City of Coachella as identified under the City's 2035 General Plan Update, with the development of a wide range of commercial uses.
- Contribute to an increase in the City of Coachella's fiscal health as envisioned under the 2035 General Plan Update through the development of a mix of commercial uses including large and small warehouse, office, and commercial retail.
- Promote development consistent with the City's 2035 General Plan Update.
- Fund construction of additional IID electrical facilities to improve the electric grid and enhance reliability to this portion of the City of Coachella.
- Ensure that the scale of the development respects its surroundings and existing land use patterns.

ES.4 ENVIRONMENTAL ISSUES/MITIGATION SUMMARY

The following summarizes the impacts, mitigation measures, and unavoidable significant impacts identified and analyzed in Section 4.0 of this EIR. Refer to the appropriate EIR Section for detailed information.

Impact	Mitigation Measure	Level of Significance After Mitigation
Aesthetics		
Would the Project have a substantial adverse effect on a scenic vista?	None required.	Less Than Significant Impact.
Would the Project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	None required.	No Impact.
In non-urbanized areas, would the Project substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	None required.	Less Than Significant Impact.
Would the Project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	**AES-1** The construction contractor shall locate construction equipment staging and stockpile areas on the central and western portions of the Project site, away from Airport Boulevard and the neighboring existing residential uses. Appropriate screening (i.e., temporary fencing with opaque material) shall be used to buffer views of construction equipment and material. The staging and stockpile locations shall be indicated on Grading Plans and shall be subject to approval by the City of Coachella Public Works Department prior to issuance of grading permits. **AES-2** The construction contractor shall locate and aim all construction-related nighttime security lighting away from adjacent uses, including both residential and non-residential areas neighboring the Project site. A construction safety lighting plan shall be submitted to the City of Coachella Public Works Department for review and approval prior to issuance of grading permits.	Less Than Significant Impact With Mitigation Incorporated.

Cumulative Impacts: Would the Project create a cumulative impact to aesthetic and visual resources?	Refer to Mitigation Measures AES-1 and AES-2.	Less Than Significant Impact With Mitigation Incorporated.
Air Quality		
Would the Project conflict with or obstruct implementation of the applicable air quality plan?	None required.	Less Than Significant Impact.
Would the Project result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable federal or state ambient air quality standard?	Refer to Mitigation Measure GHG-1.	Less Than Significant Impact With Mitigation Incorporated.
Would the Project expose sensitive receptors to substantial pollutant concentrations?	Refer to Mitigation Measure GHG-1.	Less Than Significant Impact With Mitigation Incorporated.
Would the Project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	None required.	Less Than Significant Impact.
Cumulative Impacts: Would the Project create a cumulative air quality impact?	Refer to Mitigation Measure GHG-1.	Less Than Significant Impact With Mitigation Incorporated.
Biological Resources		
Would the Project 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 United States Fish and Wildlife Service?	**BIO-1 Nesting Bird Avoidance/Pre-construction Surveys** Prior to issuance of the project's grading permit, the following measures shall be implemented: To avoid disturbance of nesting and special-status bird species protected by the MBTA and CFGC, activities related to the project, including but not limited to, vegetation removal, ground disturbance, and construction shall not occur during the bird breeding season (January 15 through August 31) unless a pre-construction nesting bird survey is conducted within seven days prior to ground disturbance. A qualified biologist, who is familiar with the identification of avian species in the Coachella Valley, will conduct the preconstruction nesting bird survey within seven days prior to ground disturbance to evaluate the presence/absence, location, and status of any active nests on or adjacent to the Project Area. The extent of the survey area surrounding the Project Area shall be determined by the qualified biologist to ensure that direct and indirect effects to nesting birds are	Less Than Significant Impact With Mitigation Incorporated.

	avoided. If an active nest(s) is discovered, a suitable buffer shall be established around the active nests, as determined by the biologist, and construction activity will not occur within the buffer until the biologist has determined that the nest is no longer active. Buffer size shall consider the species involved and relevant level of tolerance to adjacent activity, the location of the nest relative to proposed activities, and site conditions that naturally buffer the location, such as vegetation screening, topography, etc. If construction activities are delayed or paused for more than 14 days during the nesting season, the nest survey will be re-initiated for areas that still contain potential nesting habitat. No parking, storage of materials, or construction activities shall occur within this buffer until the qualified biologist has confirmed that breeding/nesting is completed, and the young have fledged the nest. Encroachment into this buffer shall occur only at the discretion of the qualified biologist, if it is determined that encroachment will not adversely impact the nesting birds. **BIO-2: Burrowing Owl Pre-construction Survey** In accordance with Section 4.4 Required Avoidance, Minimization, and Mitigation Measures of the CVMSHCP, a pre-construction survey will be conducted within 500 feet of the project disturbance footprint to identify burrows that could be utilized by burrowing owl. Potentially suitable burrows shall be checked by a qualified biologist to see if they are occupied or not prior to the start of project disturbance activities. If the burrow is unoccupied, the burrow shall be made inaccessible to burrowing owl, and the project may proceed. If either a nesting or escape burrow is occupied, the burrowing owl shall be relocated pursuant to accepted CDFW protocols. A burrow is assumed occupied if records indicate that at least one burrowing owl has been observed occupying a burrow on site during the past three years. If there are no records for the site, surveys must be conducted to determine, prior to construction, if burrowing owl are present. Active	

	burrows shall be avoided during the burrowing owl breeding season (January 15 to August 31) with an appropriate buffer zone as determined by a qualified biologist. If occupied burrows cannot be avoided, determination of the appropriate method of relocation, such as eviction/passive relocation or active relocation, shall be based on the specific site conditions (e.g. distance to nearest suitable habitat and presence of burrow) and in coordination with CDFW and the City. Passive relocation may only occur in the non-breeding season (September to January). **BIO-3: Emergence Bat Survey** A special-status bat species emergence survey shall be conducted if construction activities are to occur within 300 feet of the California fan palm oasis during the bat maternity season (April 1 through August 31). The emergence survey will be conducted in areas of suitable roosting habitat during the maternity season to document the presence of special-status bat species maternal roosting habitat. The emergence survey will be conducted 30 minutes before sunset and last for up two hours after sunset. Any special-status bat species observed during the maternity roosting season within or adjacent to the Project Area should be avoided and provided a minimum buffer as determined by the qualified biologist (a 100-foot to 300-foot buffer is recommended) prior to the commencement of construction. **BIO-4: Woodrat Middens** Woodrat middens (nests) are large nests or dens made of woody debris, such as sticks, dead cacti, and bark. Middens were observed along the northern fence separating the business park and the substation project areas within the project impact area. Within 30 days prior to initial site disturbance, a pre-construction survey shall be conducted for woodrat middens. All occupied woodrat middens shall be mapped and flagged for avoidance to the extent feasible, with a minimum of 10-feet surrounding the active midden. If avoidance is not	

	feasible, middens will be "daylighted" by a qualified biologist one night before anticipated vegetation removal to allow for the rats to escape and passively relocate prior to disturbance of the area. **BIO-5: Worker Environmental Awareness Program** The applicant shall implement a WEAP for the construction crew that will be developed by a qualified biologist. Each employee (including temporary, contractors, and subcontractors) will receive the WEAP presentation on the first day of project work. They will be advised of sensitive species in the area and avoidance measures being implemented to protect them at the site. At a minimum, the WEAP will include the following topics: occurrence of the listed and sensitive species in the area, their general ecology, sensitivity of the species to human activities, legal protection afforded these species, penalties for violations of federal and State laws, reporting requirements, and project features and conditions designed to reduce direct and indirect impacts to these species, role of the qualified biologist, and worker responsibilities to maintain compliance with mitigation measures while working at the site. **BIO-6: CVMSHCP Development Fee** The applicant shall pay the CVMSHCP Local Development Mitigation Fee pursuant to Chapter 4.48 of the Coachella City Code.	
Would the Project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?	Refer to Mitigation Measure BIO-6.	Less Than Significant Impact With Mitigation Incorporated.
Would the Project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	**BIO-7: Invasive Plant Species Control** Invasive plant species, for the purpose of this document, shall include all species with a California Invasive Plant Council (Cal-IPC) rating of moderate or high. Construction personnel and equipment shall be free of invasive plant seeds, propagules, and any material which may contain them (e.g., soil). Prior to entering the Project Area equipment will be inspected to confirm it is	Less Than Significant Impact With Mitigation Incorporated.

	free of mud, dirt, and debris. Tire track stations shall be installed at Project Area entrances and exits. Staging areas and access routes shall avoid weed infestations and infestations within the work area(s) shall be flagged and avoided to the maximum extent feasible. Only certified weed-free materials (e.g., fiber rolls, straw, and fill) shall be used for the Project. **BIO-8 : General Best Management Practices** Standard construction Best Management Practices shall be implemented by the contractor to minimize potential impacts to sensitive species. Standard Construction Best Management Practices shall include the following: • Vehicle speeds shall not exceed 10 miles per hour (mph) adjacent to any occupied burrowing owl habitat. Clear signage shall be installed and maintained throughout the construction period. • Placement of drip pans under parked equipment and vehicles. • Regular inspection and maintenance of equipment to avoid spills and immediate containment of any spills. • Chemicals and pesticides shall not be used. • Pets and firearms shall not be allowed at the site. • Trash shall be removed from the site daily or be stored in wildlife proof containers • Stormwater protection (i.e. straw waddles, silt fence) shall be employed to prevent spills, runoff, or sediment from entering nearby aquatic habitats. These materials will be weed free and no project debris or rubbish will be allowed to enter into or be placed where it may be washed by rainfall or runoff in the wetlands. • Staging/storage areas for equipment and materials shall be located at least 100 feet away from the riparian areas. Equipment will	

	be checked and maintained daily to prevent leaks of pollutants into the wetlands. • No equipment maintenance shall be carried out within 100 feet of the riparian area. • All pipes, culverts, or similar structures with a four-inch diameter or greater that are stored on the construction site overnight shall be thoroughly inspected for wildlife or nesting birds before the pipe is subsequently curried, capped, or otherwise used or moved in any way. • To prevent inadvertent entrapment of wildlife during construction, all excavated, wells, steep-walled holes or trenches more than two feet deep shall be covered with plywood or similar materials at the close of each working day. • Any construction lighting shall be directed toward the work area and away from adjacent habitats. **BIO-9: Habitat Mitigation and Monitoring Plan** Mitigation for wetland waters of the state impacts will occur as specified during the WDRs permitting process and may occur at a suitable on-site or off-site location where habitat values meeting or exceeding those on site are achievable, or at an approved Conservation or Mitigation Bank. A Habitat Mitigation and Monitoring Plan (HMMP) will be prepared that specifies restoration and monitoring requirements for approval by the City and RWQCB prior to Project initiation. The HMMP will incorporate the WDR permit compensatory mitigation requirements for impacts to the wetland waters of the State, if pursued, along with the impacts to the sensitive natural communities. The HMMP will include, at a minimum, the following information: • Description of the project/impact site (i.e., location, responsible parties, and areas to be impacted by habitat type);	

	• Goal(s) of the compensatory mitigation project (i.e., the acreage of the mitigated habitat to be restored) • Description of the proposed compensatory mitigation site(s) (i.e., location and size, ownership status, existing conditions of the compensatory mitigation site). • Implementation plan for the compensatory mitigation site (i.e., rationale for expecting implementation success, responsible parties, schedule, site preparation, planting plan [container sizes, seeding rates, etc.]); • Maintenance activities during the monitoring period, including weed removal and irrigation as appropriate; • Monitoring plan for the compensatory mitigation site (i.e., performance standards, target acreages to be established and/or preserved, annual monitoring reports); • Success criteria based on the goals and measurable objectives; • Funding mechanisms; and • An adaptive management and remedial measure component.	
Would the Project 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?	Refer to Mitigation Measures BIO-1, BIO-6, BIO-7, and BIO-8.	Less Than Significant Impact With Mitigation Incorporated.
Would the Project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	None required.	No Impact.
Would the Project conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan?	Refer to Mitigation Measures BIO-1 through BIO-9.	Less Than Significant Impact With Mitigation Incorporated.
Cumulative Impacts: Would the Project result in cumulative impacts to biological resources?	Refer to Mitigation Measures BIO-1 through BIO-9.	Less Than Significant Impact With Mitigation Incorporated.
Cultural Resources		

Would the Project cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines Section 15064.5.?	None required.	Less Than Significant Impact.
Would the Project cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5?	**CUL-1:** A qualified archaeologist and Tribal monitor(s) shall be present during any ground disturbing activities during the Project construction phase. In the case that archaeological materials are encountered during ground disturbing activities, all work shall be halted in the vicinity of the discovery until a qualified archaeologist can visit the site of discovery and assess the significance of the archaeological resource. The qualified archaeologist and Tribal monitor shall establish all necessary protocols and procedures for the treatment of resources prior to the initiation of earth moving activities.	Less Than Significant Impact With Mitigation Incorporated.
Would the Project disturb any human remains, including those interred outside of formal cemeteries?	**CUL-2** In the event that human remains are uncovered during ground disturbing activities on the Project site, no further disturbance shall occur and all work shall cease until the County Coroner has made a determination of the origin and disposition of the remains. Ground disturbing activities and excavations shall not resume until the following has been addressed: 1. The County Coroner has been contacted and determined that no investigation to the cause of death is required; and, 2. If the County Coroner determines that the remains are of Native American decent, the Coroner shall notify Native American Heritage Commission (NAHC), which will then determine the Most Likely Descendant (MLD). The MLD shall complete the inspection of the site within 48 hours of notification and may recommend means of treating or disposing of, with appropriate dignity, the human remains, and any associated grave goods as provided in Public Resource Code Section 5097.98.	Less Than Significant Impact With Mitigation Incorporated.
Cumulative Impacts: Would the Project result in cumulative impacts to cultural resources?	Refer to Mitigation Measures CUL-1 and CUL-2.	Less Than Significant Impact With Mitigation Incorporated.
Energy		

Would the Project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during Project construction or operation?	Refer to Mitigation Measure GHG-1.	Less Than Significant Impact With Mitigation Incorporated.
Would the Project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	Refer to Mitigation Measure GHG-1.	Less Than Significant Impact With Mitigation Incorporated.
Cumulative Impacts: Would the Project result in cumulative impacts related to energy?	Refer to Mitigation Measure GHG-1.	Less Than Significant Impact With Mitigation Incorporated.
Geology and Soils		
Would the Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault. Refer to Division of Mines and Geology Special Publication 42?	**GEO-1** Prior to the issuance of a grading permit, a geotechnical investigation, in compliance with City of Coachella requirements, shall be prepared by a licensed professional and submitted to the City of Coachella for review. The geotechnical report shall assess potential consequences of any liquefaction and soil strength loss, estimation of lateral soil movements or reduction in foundation soil bearing capacity. The geotechnical report shall provide recommended measures to ensure compliance with all applicable geotechnical standards for building design consideration, such as mat foundations, pile foundations, or ground improvement to mitigate the potential liquefaction settlements, and all recommendations shall be incorporated into all improvement plans.	Less Than Significant Impact With Mitigation Incorporated.
Would the Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking?	Refer to Mitigation Measure GEO-1.	Less Than Significant Impact With Mitigation Incorporated.
Would the Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction?	Refer to Mitigation Measure GEO-1.	Less Than Significant Impact With Mitigation Incorporated.
Would the Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving landslides?	Refer to Mitigation Measure GEO-1.	Less Than Significant Impact With Mitigation Incorporated.
Would the Project result in substantial soil erosion or the loss of topsoil?	None required.	Less Than Significant Impact.
Would the Project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project, and potentially result in on- or	**GEO-2** During the design level of the project and prior to issuance of a grading permit, the Project Applicant shall prepare subsurface explorations and laboratory	Less Than Significant Impact With Mitigation Incorporated.

off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	testing of soil samples and submit to the City for review and approval, which shall be utilized to provide specific design recommendations for the earthwork and structures. Field observation and construction review shall be provided by a licensed professional during grading, excavation, and foundation construction, which shall include recommendations and measures for the removal of surface and near surface soils down to competent materials and their replacement with properly compacted fill.	
Would the Project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	None required.	Less Than Significant Impact.
Would the Project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of waste water?	None required.	No Impact.
Would the Project directly or indirectly destroy a unique paleontological resource or site or unique geological feature?	**GEO-3** Prior to the start of any and all proposed Project activities, all field personnel shall receive worker's environmental awareness training on paleontological resources. The training shall be developed by a certified paleontologist familiar with the overall area, the site and specific components of the proposed Project. The training shall: a) provide a description of the laws and ordinances protecting fossil resources; b) provide education and means of identification of the types of fossil resources that may be encountered in the Project area; c) identify the role of the paleontological monitor; d) outline the steps that shall be followed in the event that a fossil discovery is made; and e) provide contact information for the project paleontologist. **GEO-4** Prior to the commencement of ground-disturbing activities, a certified paleontologist shall be retained to prepare and implement a Paleontological Resources Monitoring and Mitigation Plan (PRMMP) for the proposed project and submit it to the City for review and approval. The PRMMP shall describe the monitoring required during excavations that extend into Pleistocene	Less Than Significant Impact With Mitigation Incorporated.

	age sediments, and the location of areas deemed to have a high paleontological resource potential. Part-time monitoring, or spot checking may be required during shallow ground-disturbances (< 10 feet below ground surface) to confirm that sensitive geologic units are not being impacted. Monitoring shall entail the visual inspection of excavated or graded areas and trench sidewalls. **GEO-5** In the event that a paleontological resource is discovered, the certified paleontological monitor shall have the authority to temporarily divert the construction equipment around the find until it is assessed for scientific significance and, if appropriate, collected and stored according to professional standards and guidelines. If the resource is determined to be of scientific significance, the project paleontologist shall implement the recovery of resources, as established in the PRMMP. **GEO-6** For all excavations and ground disturbance activity (and curation of fossils if necessary) conducted at depths more than 10 feet or in any areas where the paleontologist determines that older deposits are encountered, the Project paleontologist shall prepare a final mitigation and monitoring report outlining the results of the PRMMP. The report shall include discussion of the location, duration and methods of the monitoring, stratigraphic sections, any recovered fossils, and the scientific significance of those fossils, and where fossils were curated. The final report shall be provided to the City of Coachella Department of Community Development.	
Cumulative Impacts: Would the Project result in cumulative impacts to geology and soils?	Refer to Mitigation Measures GEO-1 through GEO-6.	Less Than Significant Impact With Mitigation Incorporated.
Greenhouse Gas Emissions		
Would the Project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	**GHG-1** The Project shall include, but not be limited to, the following improvements, which shall be incorporated into the Project site plans to ensure consistency with adopted statewide plans and programs that are in effect at the time the Building Permits are issued. The Project Applicant shall demonstrate	Less Than Significant Impact With Mitigation Incorporated.

	compliance with the following measures, prior to issuance of Building Permits: • To the maximum extent feasible, all off-road equipment (non-street legal), such as forklifts and street sweepers, used onsite for warehouse operations shall be powered by alternative fuels, electrical batteries or other alternative/non-diesel fuels (e.g., propane or compressed natural gas (CNG)) that do not emit diesel particulate matter, and that are low or zero emissions. • The Project Applicant shall require that a minimum of 50 percent of the total Project electrical consumption from operation of the Project on an aggregate, site-wide basis is provided by onsite solar photovoltaic (PV) panels or other onsite renewables sources (i.e., wind turbines, geothermal). • The Project Applicant shall require any business that operates in the proposed project and has 20 or more full-time employees shall implement at least one of the following programs: o Pre-tax election program to allow employees to exclude wages for commuting costs for transit or vanpools; o An employer supplied transit pass; o Employer provided transit; or o Other, similar demand management programs. • The Project Applicant shall require that temporary power poles are installed in the vicinity of each structure to be installed. The temporary power poles shall be installed after	

	completion of grading and prior to the issuance of each building permit. After electrification of the temporary power poles, the Project Applicant shall restrict building contractors from using gas-powered generators, compressors and saws and this restriction shall be incorporated into all contracts with building contractors that will work on the proposed Project.	
Would the Project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	Refer to Mitigation Measure GHG-1.	Less Than Significant Impact With Mitigation Incorporated.
Cumulative Impacts: Would the Project result in cumulatively significant greenhouse gases emissions?	Refer to Mitigation Measure GHG-1.	Less Than Significant Impact With Mitigation Incorporated.
Hazards and Hazardous Materials		
Would the Project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	None required.	Less Than Significant Impact.
Would the Project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	**HAZ-1** Prior to any ground disturbing activity on the site, a soils investigation shall be conducted by a qualified soils engineer to assess the pesticide contamination levels in the project site's soils. If the pesticide contamination levels exceed regulatory agency (U.S. Environmental Protection Agency [USEPA]) Regional Screening Levels for pesticides, the Project Applicant shall implement a soils management program to reduce the soil's pesticide concentration levels to below USEPA Regional Screening Levels through soils excavation, removal and offsite disposal in compliance with all applicable USEPA regulations. All activities shall be coordinated with the City of Coachella and the County of Riverside Department of Environmental Health.	Less Than Significant Impact With Mitigation Incorporated.
Would the Project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	None required.	No Impact.
Would the Project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section §65962.5 and, as a result, would it create a significant hazard to the public or the environment?	None required.	Less Than Significant Impact.

For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	None required.	Less Than Significant Impact.
Would the Project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	None required.	Less Than Significant Impact.
Would the Project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	None required.	Less Than Significant Impact.
Cumulative Impacts: Would the Project result in cumulative impacts to hazards and hazardous materials?	Refer to Mitigation Measure HAZ-1.	Less Than Significant Impact With Mitigation Incorporated.
Hydrology and Water Quality		
Would the Project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	None required.	Less Than Significant Impact.
Would the Project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	None required.	Less Than Significant Impact.
Would the Project result in substantial erosion or siltation on- or offsite?	None required.	Less Than Significant Impact.
Would the Project substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	None required.	Less Than Significant Impact.
Would the Project create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?	None required.	Less Than Significant Impact.
Would the Project impede or redirect flood flows?	None required.	Less Than Significant Impact.
Would the Project, in flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	None required.	No Impact.
Would the Project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	None required.	Less Than Significant Impact.
Cumulative Impacts: Would the Project result in cumulative impacts to hydrology and water quality?	None required.	Less Than Significant Impact.

Land Use and Planning		
Would the Project physically divide an established community?	None required.	No Impact.
Would the Project 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?	None required.	Less Than Significant Impact.
Cumulative Impacts: Would the Project result in cumulative impacts to land use and planning?	None required.	Less Than Significant Impact.
Mineral Resources		
Would the Project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	None required.	No Impact.
Would the Project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	None required.	No Impact.
Cumulative Impacts: Would the Project result in cumulative impacts to mineral resources?	None required.	No Impact.
Noise		
Would the Project generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	**NOI-1** The Project Construction Contractor shall ensure adherence to the following noise reduction requirements during Project construction: • The use of exhaust mufflers, and engine shrouds, that reduce equipment noise levels by approximately 10 dBA shall be required. • Construction equipment staging areas shall be located the furthest distance possible from nearby noise-sensitive land uses, located near the northern boundary of the Project site.	Less Than Significant Impact With Mitigation Incorporated.
Would the Project generate excessive groundborne vibration or groundborne noise levels?	None required.	Less Than Significant Impact.
For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	None required.	Less Than Significant Impact.

Cumulative Impacts: Would the Project result in cumulative noise impacts?	Refer to Mitigation Measure NOI-1.	Less Than Significant Impact With Mitigation Incorporated.
Population and Housing		
Would the Project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure?	None required.	Less Than Significant Impact.
Would the Project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	None required.	No Impact.
Cumulative Impacts: Would the Project result in Cumulative population and housing impacts?	None required.	Less Than Significant Impact.
Public Services		
Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:		
Fire Protection?	None required.	Less Than Significant Impact.
Police Protection?	None required.	Less Than Significant Impact.
Schools?	None required.	Less Than Significant Impact.
Parks?	None required.	Less Than Significant Impact.
Other Public Facilities?	None required.	Less Than Significant Impact.
Cumulative Impacts: Would the Project result in cumulative impacts to public services?	None required.	Less Than Significant Impact.
Recreation		
Would the Project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	None required.	Less Than Significant Impact.
Would the Project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	None required.	No Impact.
Cumulative Impacts: Would the Project result in cumulative impacts to recreation?	None required.	Less Than Significant Impact.
Transportation		
Would the Project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	**TRA-1** All necessary plans, permits or approvals, including but not limited to traffic control plans, encroachment or other permits from Caltrans, Union Pacific Railroad, Imperial Irrigation District and others, shall be prepared by the Construction Contractor for and	Less Than Significant Impact With Mitigation Incorporated.

	approved by the City prior to the initiation of site disturbance such as grading, excavation, hauling, paving and other construction activities where public streets may be affected. Prior to the initiation of site improvements, the Project Applicant shall confer with the appropriate Coachella Public Works Department, Caltrans and the Union Pacific Railroad to ensure that construction activities and traffic control are carried out in a manner that causes minimal disruption to traffic on adjoining facilities. **TRA-2** The final location and design of construction staging and access shall comply with any applicable City access and design standards, and be reviewed by the Project Engineer. The Project Applicant shall submit traffic control plans to the City prior to the issuance of grading and/or construction permits.	
Would the Project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	**TRA-3** The proposed Project Applicant shall require all operators on the site to implement, to the maximum extent feasible (taking into consideration factors such as infrastructure availability, cost effectiveness, and incentive programs), Measure T-11, requiring the implementation of van pools under CAPCOA's Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity.	Significant and Unavoidable Impact.
Would the Project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	None required.	Less Than Significant Impact.
Would the Project result in inadequate emergency access?	Refer to Mitigation Measures TRA-1 and TRA-2.	Less Than Significant Impact With Mitigation Incorporated.
Cumulative Impacts: Would the Project result in cumulative impacts to traffic and circulation?	Refer to Mitigation Measures TRA-1 through TRA-3.	Significant and Unavoidable Impact.
Tribal Cultural Resources		
Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:		
Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or;	**CUL-1** A qualified archaeologist and Tribal monitor(s) shall be present during any ground disturbing activities during the Project construction phase. In the case that	Less Than Significant Impact With Mitigation Incorporated.

A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?	archaeological materials are encountered during ground disturbing activities, all work shall be halted in the vicinity of the discovery until a qualified archaeologist can visit the site of discovery and assess the significance of the archaeological resource. The qualified archaeologist and Tribal monitor shall establish all necessary protocols and procedures for the treatment of resources prior to the initiation of earth moving activities.	
Cumulative Impacts: Would the Project result in cumulative impacts to tribal cultural resources?	Refer to Mitigation Measure CUL-1.	Less Than Significant Impact With Mitigation Incorporated.
Utilities and Service Systems		
Would the Project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	None required.	Less Than Significant Impact.
Would the Project have insufficient water supplies available to serve the project from existing entitlements and resources or require new or expanded entitlements?	None required.	Less Than Significant Impact.
Would the Project result in a determination by the wastewater treatment provider which serves, or may serve, the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	None required.	Less Than Significant Impact.
Would the Project generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	None required.	Less Than Significant Impact.
Would the Project be in noncompliance with federal, state, and local statutes and regulations related to solid waste?	None required.	Less Than Significant Impact.
Cumulative Impacts: Would the Project result in cumulative impacts to utilities and service systems?	None required.	Less Than Significant Impact.
Wildfire		
Would the Project substantially impair an adopted emergency response plan or emergency evacuation plan?	Refer to Mitigation Measures TRA-1 and TRA-2.	Less Than Significant Impact With Mitigation Incorporated.
Due to slope, prevailing winds, and other factors, would the Project expose project occupants to	None required.	Less Than Significant Impact.

pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?		
Would the Project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	None required.	No Impact.
Would the Project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	None required.	No Impact.
Cumulative Impacts: Would the Project result in cumulative wildfire impacts?	Refer to Mitigation Measures TRA-1 and TRA-2.	Less Than Significant Impact With Mitigation Incorporated.

ES.5 SIGNIFICANT AND UNAVOIDABLE IMPACTS

Significant and unavoidable impacts associated with the Project were identified in EIR Section 4.17, *Transportation*. Both Project-related and cumulative VMT impacts were determined to be significant and unavoidable.

ES.6 SUMMARY OF PROJECT ALTERNATIVES

"No Project" Alternative

If the Project or one of the Alternatives described below were not approved, no change to existing conditions is considered the most likely outcome, at least in the near term. The "No Project" Alternative analysis therefore discusses the existing conditions and assumes that the proposed Project site would remain a vacant parcel of land. Refer to the description of the Project site's existing physical conditions in EIR Section 2.0, *Project Description*. This alternative was selected by the Lead Agency to compare the environmental effects of the proposed Project with an alternative that would leave the Project site in its existing condition, which is the "No Project" Alternative as defined by CEQA.

"Heavy Industrial" Alternative

The "Heavy Industrial" Alternative is based on buildout of the Project site pursuant to its current designation as MH-Heavy Industrial under the City's Zoning Code and as an Industrial District under the City's General Plan. This alternative would develop the 42.36-acre site as one large distribution warehouse approximately 627,300 sqft in size, and a height of 50 feet, and an attached office of approximately 18,000 sqft in size, and a height of 28 feet. The resulting total building area for this alternative would be 645,300 sqft, which is 20,800 sqft more than the proposed Project area of 624,500 sqft, representing a 3.2 percent building area increase. However, the total development acreage of 42.36 acres would be the same as the proposed Project.

The large warehouse building would be located along the northern portion of the site, in close proximity to the proposed electric substation. The accompanying spaces for trailer parking and loading docks would be along the building's exterior, as well as vehicular parking areas situated in the southern portion of the Project site. All exterior lighting, landscaping and signage would be consistent with the City's zoning standards. Access for this Alternative would be provided by two driveways on Airport Boulevard at about the same locations as those proposed for the Project. The proposed IID facility on an approximate 5.6-acre portion of the site at its northern end would be developed as anticipated under the proposed Project. It should also be noted that this alternative would result in a slightly higher rate of employee generation (773 employees)[1] than the proposed Project (741 employees).

"Industrial Business Park – No Retail" Alternative

This alternative would develop the Project site as a mixed industrial business park facility with some storage uses on 42.36 acres of the site but without any retail development. The resulting total building area for this alternative would be 629,000 sqft, which is 4,500 sqft more than the proposed Project building area of 624,500 sqft, representing a nominal 0.7 percent building area increase. Similar to both the

[1] Vista Environmental, July 2024.

proposed Project and the "Heavy Industrial" Alternative, the total development acreage would be 42.36 acres.

Under the "Industrial Business Park – No Retail" Alternative, the Project site's zoning would still be MH-Heavy Industrial. The project components proposed under this alternative would include four (4) large warehouse structures (233,100 sqft total); 11 small warehouses (96,000 sqft total); four (4) personal vehicle storage structures (76,800 sqft total); 17 self-storage buildings (134,125 sqft total); 21 small business centers (81,000 sqft total); and parking spaces consistent with the City's zoning standards. The Service Station/Mini Mart and Restaurant and Drive-through Facility uses would be omitted from this alternative.

Under the "Industrial Business Park – No Retail" Alternative, parking for all of the proposed uses would be distributed throughout the site, along with lighting, signage and landscaping. Building heights would be uniform at 28 feet among all of the uses, with the exception of the small warehouses at 32 feet and large warehouse at 50 feet. Access for this alternative would be provided by two driveways on Airport Boulevard, in about the same location as the Project. The proposed IID facility on an approximate 5.6-acre portion of the site at its northern end would be developed as anticipated under the proposed Project.

This Draft Environmental Impact Report (Draft EIR or DEIR) was prepared in accordance with the California Environmental Quality Act (CEQA) (Cal. Pub. Resources Code, Section §21000, et seq.) and the State CEQA Guidelines (14 Cal. Code Regs., Section §15000, et seq.). State CEQA requirements mandate that local government agencies consider the environmental consequences of their programs and projects.

The proposed Coachella Airport Business Park Project (Project; proposed Project) would include the development of a currently vacant and undeveloped approximate 47.96 acres in the southeastern portion of the City of Coachella. The overall proposed Project site would be developed for approximately 42.36 acres of industrial uses while an Imperial Irrigation District (IID) substation facility would be located at the northern 5.6 acres of the overall Project site.

This Draft EIR therefore analyzes the potential significant environmental impacts of implementation of the proposed Project. Associated mitigation measures and an identification of the possible alternatives to the proposed Project are also presented.

As defined by CEQA (Public Resources Code, Section §21067), the City of Coachella (City) is the Lead Agency for the environmental review of the proposed Project evaluated herein. The City has the principal discretionary responsibility for approving the project, all associated technical analysis and the environmental evaluation of the proposed Coachella Airport Business Park development. For the purposes of CEQA, the term "project" refers to the whole of an action, which has the potential for resulting in either a direct physical change or a reasonably foreseeable indirect physical change in the environment (State CEQA Guidelines Section §15378[a]). With respect to the proposed Coachella Airport Business Park development, the City has determined that the proposed plan is a "project" within the definition of CEQA. The Project, the CEQA environmental review process, and the legal basis for preparing an EIR are described below.

This section (1) provides an overview of the proposed Project; (2) describes the purpose of and legal authority of the document; (3) summarizes the scope and content of the DEIR; (4) lists lead, responsible, and trustee agencies for the Draft EIR; (5) describes the intended uses of the DEIR; and (6) provides a synopsis of the environmental review process required under CEQA.

1.1 PURPOSE OF AN EIR

The City of Coachella, acting as the lead agency, has prepared this Draft EIR to provide the public, decisionmakers, as well as all responsible and trustee agencies with information about the potential environmental effects of the proposed Project. The purpose of an EIR is not to recommend approval or denial of a proposed project; rather, an EIR is required to identify all environmental impacts and specify significant adverse environmental effects of a project to the physical environment, and to further identify measures that avoid those impacts to the extent feasible. In the event that no feasible mitigation measures or alternatives have been identified that would reduce the impact to less than significant levels, environmental impacts may be identified as significant and unavoidable. The City of Coachella may still approve the Project after adopting all feasible mitigation measures if, through the adoption of CEQA findings and a statement of overriding considerations, it finds that social, economic, legal, technical or other benefits outweigh these impacts.

In accordance with Section §15125(a) of the State CEQA Guidelines, an EIR must include a description of the physical environmental conditions in the vicinity of the project as they exist at the time the Notice of Preparation (NOP) is published. This environmental setting constitutes the baseline physical conditions by

which a lead agency determines whether an impact is significant. The environmental analyses of this EIR use the NOP dated August 26, 2023 (Appendix A), as the baseline for the description of the physical conditions that might be affected by the proposed Project.

Also as described in State CEQA Guidelines Section §15121(a), an EIR is a public informational document that assesses potential environmental effects of the proposed project and identifies mitigation measures and alternatives to the proposed project that could reduce or avoid its adverse environmental impacts. Public agencies are charged with the duty to consider and, where feasible, minimize environmental impacts of proposed development, and an obligation to balance a variety of public objectives, including economic, environmental, and social factors. Therefore, this Draft EIR fulfills the requirements of CEQA and has been prepared in order to inform decision makers, the appropriate responsible and trustee agencies, and the general public of the proposed project and its related impacts on the built and natural environments. In accordance with Section §15121 of the State CEQA Guidelines, the purpose of this EIR therefore is to serve as an informational document which:

"...will inform public agency decision makers and the public generally of the significant environmental effect of a project, identify possible ways to minimize the significant effects, and describe reasonable alternatives to the project."

This EIR has been prepared as a project EIR pursuant to Section §15161 of the State CEQA Guidelines. A project EIR is appropriate for a specific development project. As stated in the State CEQA Guidelines:

"This type of EIR should focus primarily on the changes in the environment that would result from the development project. The EIR shall examine all phases of the project including planning, construction, and operation."

The level of detail contained throughout this EIR is consistent with the requirements of CEQA and applicable court decisions. Section §15151 of the State CEQA Guidelines provides the standard of adequacy on which this document is based, which states:

"An EIR should be prepared with a sufficient degree of analysis to provide decision makers with information which enables them to make a decision which intelligently takes account of environmental consequences. An evaluation of the environmental effects of a proposed project need not be exhaustive, but the sufficiency of an EIR is to be reviewed in light of what is reasonably feasible. Disagreement among experts does not make an EIR inadequate, but the EIR should summarize the main points of disagreement among the experts. The courts have looked not for perfection, but for adequacy, completeness, and a good faith effort at full disclosure."

1.2 LEAD AGENCY AND KNOWN RESPONSIBLE AND TRUSTEE AGENCIES

Section §15367 of the State CEQA Guidelines identify the lead agency as the public agency with the principal responsibility for carrying out or approving a project. The City of Coachella is the CEQA "Lead" agency for the proposed project, because it has the primary discretionary responsibility for preparing the appropriate CEQA document to support and approve the proposed Project.

Sections §15381 and §15386 of the State CEQA Guidelines, respectively, also require the identification of responsible, and trustee agencies. A "Responsible" agency is a public agency other than the lead agency that

has discretionary approval authority over the project (the State CEQA Guidelines define a public agency as a State or local agency but specifically exclude federal agencies from the definition).

A trustee agency refers to a State agency having jurisdiction by law over natural resources affected by a project. For the purpose of CEQA, a "Trustee" agency is an agency that has jurisdiction by law over natural resources that are held in trust for the people of the State of California but who do not have legal authority to approve or carry out the project (State CEQA Guidelines Section §15386). For example, the California Department of Fish and Wildlife (CDFW, formerly CDFG) is a trustee agency with regard to the fish and wildlife of the state and designated rare or endangered native plants.

Potential Responsible and Trustee Agencies may include, but are not limited to:

- County of Riverside (County)
- County of Riverside Department of Environmental Health
- County of Riverside Airport Land Use Commission
- Coachella Valley Water District (CVWD)
- Imperial Irrigation District (IID)
- Native American Heritage Commission (NAHC)
- Regional Water Quality Control Board
- State of California Department of Transportation (Cal Trans)
- State of California Public Utilities Commission (CPUC)
- State of California Water Resources Control Board
- South Coast Air Quality Management District

1.3 ENVIRONMENTAL REVIEW PROCESS

In compliance with the State CEQA Guidelines, the City has provided opportunities for the public to participate in the environmental review process. The Draft EIR process includes several steps: publication of Notice of Preparation of an EIR (NOP); publication of a Draft EIR for public review and comment; preparation of responses to general public and other agency comments on the Draft EIR; and certification of the Final EIR. Thus, the review and certification process for the EIR has involved, or will involve, the following general procedural steps:

1.3.1 NOTICE OF PREPARATION

Pursuant to the provision of Section §15082 of the State CEQA Guidelines, the City published the NOP for a 30-day review period starting on August 16, 2023, and concluding on September 18, 2023 (see Appendix A). As required by State CEQA Guidelines Section §15375, an NOP is a brief document sent by the lead agency to notify responsible agencies, trustee agencies, the Governor's Office of Land Use and Climate Innovation (LCI), formerly Office of Planning and Research (OPR), and members of the public that the lead agency plans to prepare an EIR for a project. The purpose of the notice is to solicit guidance from those agencies and the public as to the scope and content of the environmental information to be included in the EIR and to solicit recommendations and develop information regarding the scope, focus, and content of the EIR. The NOP was circulated to trustee and responsible agencies, members of the public and relevant communities. No public Scoping Meeting was conducted for the Project.

The City announced the availability of the NOP, through the following:

- Mailings and email announcements, providing scoping period information.
- Public notice in the local newspaper of general circulation within the project vicinity (The Desert Sun).
- Posting of the NOP in the Riverside County Clerk's office.
- City website postings: (https://www.coachella.org/home/showpublisheddocument/9307/638283746415070000)
- Submission to the Governor's LCI

Comments Received on the Notice of Preparation

The City received 13 letters from agencies and individuals in response to the NOP during the public review period. The NOP, including the responses by interested parties, are presented in Appendix A of this Draft EIR, along with the NOP comments received. Table 1.0-1: *NOP Comments* summarizes the content of the letters and indicates how and where the issues raised are addressed in the EIR. Concerns raised in response to the NOP were considered during preparation of the DEIR.

Table 1.0-1: NOP Comments

Agency	Letter Code	Date Received
Agua Caliente Band of Cahuilla Indians	A	September 8, 2023
Lozeau Drury, LLP	B	August 30. 2023
Native American Heritage Commission	C	August 30, 2023
Rob Bonta, Attorney General, State of California	D1	September 8, 2023
Rob Bonta, Attorney General, State of California, Warehouse Projects: Best Practices	D2	September 8, 2023
Desert Sands Unified School District	E	September 11, 2023
Southern California Gas Company	F	September 12, 2023
Twenty-nine Palms Band of Mission Indians	G	September 22, 2023
California Department of Fish and Wildlife	H	September 26, 2023
Care CA	I	September 28, 2023
Imperial Irrigation District	J	September 28, 2023
County of Riverside Transportation and Land Management Agency	K	September 26, 2023
South Coast Air Quality Management District	L	September 28, 2023

1.3.2 DRAFT EIR

This document constitutes the Draft EIR for the proposed Project. The Draft EIR contains a description of the Project; discussion of the environmental setting; identification of Project impacts; and mitigation measures for impacts found to be significant. The Draft EIR also includes an analysis of Project alternatives, identification of significant irreversible environmental changes, growth-inducing impacts, and cumulative impacts. Public and agency review of the Project will be further encouraged by the City through distribution of the Draft EIR for the required 45-day public review period.

The Draft EIR, as well as appendices and all supporting materials can be found on the City's website and at City offices (53990 Enterprise Way, Coachella, California 92236). In addition, the Draft EIR and appendices are available at the Coachella Library at 1500 Sixth Street, Coachella, California 92236.

Any agency, organization or members of the public desiring to comment on the Draft EIR must submit their comments prior to the end of the public comment period.

Upon completion of the DEIR, the City is required to file the Notice of Completion (NOC) with the Governor's Office of LCI and provide a public Notice of Availability (NOA) to all organizations and individuals who have previously requested notification. The City provided the NOC to LCI and the County Clerks office and circulated the NOA of the Draft EIR to public agencies, special districts, organizations and individuals that commented on the NOP and/or requested to be kept informed of the project.

1.3.3 AVAILABILITY OF DRAFT EIR MATERIALS

All materials related to the preparation of this Draft EIR are available for public review at City Hall during normal business hours, or online at (https://www.coachella.org/departments/development-services/environmental-reviews). Comments and questions should be addressed to:

Nicole Sauviat Criste
Consulting Planner, TERRA NOVA PLANNING & RESEARCH, INC.®
42635 Melanie Place, Ste 101
Palm Desert, CA 92211
Phone: (760) 341-4800
Email: ncriste@terranovaplanning.com

Consistent with State CEQA Guidelines, the review period for this DEIR is at least forty-five (45) days. Public comment on the Draft EIR will be accepted both in written form and orally at public hearings. Notice of the date, time and location of the hearing(s) will be published 10 days prior to the hearing.

1.3.4 FINAL EIR

Following the public review period, a Final EIR (FEIR) will be prepared for the proposed Project. The FEIR will respond to written comments received during the public review period. After the Final EIR is completed and at least 10 days prior to its certification, a copy of the response to comments on the Draft EIR will be provided or made available to all commenting parties.

1.3.5 CERTIFICATION OF THE EIR/PROJECT CONSIDERATION

The City will review the FEIR, and if the City finds that the Final EIR is "adequate and complete", the City Council will certify the Final EIR, and will take action to approve, revise, or reject the project. A decision to approve the proposed Project for which this FEIR identifies significant environmental effects, could only be made if accompanied by written findings in accordance with State CEQA Guidelines Section §15091 and Section §15093.

Prior to making a decision on a proposed project, the lead agency must certify that: (a) the Final EIR has been completed in compliance with CEQA; (b) the Final EIR was presented to the decision-making body of the lead

agency and that the decision-making body reviewed and considered the information contained in the Final EIR prior to approving the project; and (c) the Final EIR reflects the lead agency's independent judgment and analysis. (State CEQA Guidelines Section §15090).

1.3.6 FINDINGS/STATEMENT OF OVERRIDING CONSIDERATIONS

For each significant impact of the project identified in the EIR, the lead agency must find, based on substantial evidence, that either: (a) the project has been changed to avoid or substantially reduce the magnitude of the impact; (b) changes to the project are within another agency's jurisdiction and such changes have or should be adopted; or (c) specific economic, legal, social, technological, or other considerations make the mitigation measures or project alternatives infeasible (State CEQA Guidelines Section §15091). If an agency approves a project with unavoidable significant environmental effects, it must prepare a written Statement of Overriding Considerations that sets forth the specific social, legal, economic, technological, or other reasons supporting the agency's decision.

1.3.7 MITIGATION MONITORING AND REPORTING PROGRAM

According to Public Resources Code Section §21081.6, for projects in which significant impact would be minimized by mitigation measures, the lead agency must include a Mitigation Monitoring and Reporting Program (MMRP). The purpose of the MMRP is to ensure compliance with required mitigation measures during implementation of the project. Public Resources Code Section §21081.6(a) requires lead agencies to adopt a MMRP to describe measures that have been adopted, or made a condition of project approval, in order to mitigate or avoid significant effects on the environment.

1.3.8 NOTICE OF DETERMINATION (NOD)

An agency must file an NOD after deciding to approve a project for which an EIR is prepared. A local agency must file the NOD with the County Clerk. The NOD must be posted for 30 days and sent to anyone previously requesting notice. Posting of the NOD starts a 30-day statute of limitations on CEQA challenges.

1.4 DRAFT EIR ORGANIZATION

Sections §15120 through §15132 of the State CEQA Guidelines identify the content requirements for Draft and Final EIRs. The organization of this Draft EIR is outlined below.

Section ES – Executive Summary: This section presents an executive summary of the environmental analysis, which includes a review of the potentially significant adverse regional environmental impacts of the proposed Project. The executive summary also describes the alternatives, and their merits as compared to the proposed Project and identifies the environmentally superior alternative among them. It describes mitigation measures that would be implemented and level of significance after mitigation (as fully described in Section 4.0, Environmental Impact Analysis).

Section 1.0 – INTRODUCTION: This section provides an overview describing the purpose, type, and intended use of the Draft EIR, responsible agencies, organization, and scope of the DEIR, the review and certification process, and a summary of comments received on the NOP. It describes the basic legal requirements of a project level EIR, as well as the level of analysis and the alternatives considered, how this EIR is related to other

environmental documents. It presents a discussion of the purpose and use of this EIR, agency roles and responsibilities, the environmental review and CEQA process, and the scope and organization of this Draft EIR.

Section 2.0 – PROJECT DESCRIPTION: This section provides a detailed description of the proposed Project, including the location, the physical setting, and technical characteristics of the project, including construction and operation. The project applicant, lead agency contact, and project location are described. This section also describes the existing site characteristics, project objectives and required approvals.

Section 3.0 – ENVIRONMENTAL SETTING: This section provides a general overview of the environmental setting of the Project from both a regional and site-specific perspective. It also includes a broad overview of the cumulative setting for the proposed Project and a list of other projects approved and currently in the development process in the City.

Section 4.0 –ENVIRONMENTAL ANALYSIS: For each environmental issue listed in Section 1.6, this section describes the existing environmental and regulatory setting; evaluates the potential environmental impacts associated with the proposed Project, including cumulative impacts; identifies mitigation for significant impacts, if needed; and discusses the level of significance after implementation of those mitigation measures.

Section 5.0 -– OTHER CEQA CONSIDERATIONS: This section contains discussions of issues required by CEQA that are not covered in other sections. This includes a discussion of growth inducing impacts, and irreversible environmental changes as well as analysis of various other topical issues mandated by State CEQA Guidelines Sections §15126 and §15126.2a-d. These include significant environmental effects that cannot be avoided if the project is implemented, significant irreversible environmental changes, growth-inducing impacts, and effects found not to be significant.

Section 6.0 – GROWTH-INDUCING IMPACTS: This section discusses the proposed Project's potential to foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment, as required by State CEQA Guidelines Section 15126.2(d).

Section 7.0 – ALTERNATIVES TO THE PROJECT: State CEQA Guidelines Section §15126.6 requires that an EIR describe a range of reasonable alternatives to the proposed Project that could feasibly attain the basic objectives of the proposed project and avoid and/or lessen any significant environmental effects of the Project. This alternatives analysis therefore provides a description of the alternatives that were considered, an assessment of their potential to achieve the objectives of the proposed Project, as well as a comparative analysis between the merits of each alternative. As required under CEQA, the selected environmental superior alternative has been identified. In addition, this section summarizes the alternatives that were rejected from further consideration because they did not meet Project objectives or were determined to be impractical or infeasible.

Section 8.0 - REPORT PREPARERS: Along with the Lead Agency, all authors and agencies that were consulted on, or who assisted in the preparation of the Draft EIR are listed here by name, title, and company or agency affiliation.

Appendices: This section includes the following notices and other procedural documents pertinent to the EIR, as well as technical materials prepared to support the analysis. The following appendices are included as part of the Draft EIR:

- Appendix A - NOP and comments received during the NOP review period

- Appendix B - Air Quality, Energy, Greenhouse Gas Emissions and Health Risk Assessment
- Appendix C - Biological Resources Assessment
- Appendix D - Cultural Resource Investigation
- Appendix E1 - Geotechnical Evaluation
- Appendix E2 - Paleontological Resources Assessment
- Appendix E3 - Paleontological Resources Addendum
- Appendix F1 - Phase I Environmental Site Assessment
- Appendix F2 - Riverside County Airport Land Use Commission Development Review Letter
- Appendix G1 - Preliminary Hydrology Study
- Appendix G2 - Preliminary Water Quality Management Plan
- Appendix G3 - Water Supply Assessment
- Appendix H - Noise Impact Analysis
- Appendix I - Traffic Impact Analysis and Vehicle Miles Traveled Assessment

Acronyms: A list of definitions has been provided to assist the reader with a comprehensive understanding of the agencies and processes involved in the preparation of this EIR.

References: This section is a bibliography with the resources and all sources of information used in this Draft EIR. These resource areas are separated by documents and reports utilized, websites accessed, and individuals contacted for specific sources of information.

1.5 SCOPE OF THE EIR

Based on the NOP, the City determined that the preparation of a Project-level EIR was appropriate, due to potentially significant environmental impacts that could result from implementing the proposed Project. This Draft EIR evaluates the existing environmental resources on site and in its vicinity, analyzes potential impacts on those resources due to the proposed Project, and identifies mitigation measures that could avoid or reduce the magnitude of those impacts.

1.6 POTENTIAL SIGNIFICANT ENVIRONMENTAL EFFECTS

Information gathered about the environmental setting is used to define relevant issues, determine the thresholds of significance, and to evaluate potential impacts. Based on the initial analysis of environmental settings, baseline conditions, and comments on the NOP, the following issues are analyzed in this EIR:

- Aesthetics
- Agricultural and Forestry Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Energy
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Noise
- Population and Housing
- Public Services
- Recreation
- Transportation
- Tribal Cultural Resources
- Utilities and Service Systems
- Wildfire

Typically, an EIR evaluates project or program effects on environmental issues listed in the Environmental Checklist Form, which is in Appendix G of the State CEQA Guidelines. All potential effects were analyzed and are addressed in Section 4; no issues were scoped out of the EIR.

1.7 PROJECT OBJECTIVES

- Provide development of an underutilized site with existing arterial and roadway access.
- Create new and diverse employment opportunities within the City of Coachella as identified under the City of Coachella 2035 General Plan Update, with the development of a wide range of commercial uses.
- Contribute to an increase in the City of Coachella's fiscal health as envisioned under the City of Coachella 2035 General Plan Update through the development of a mix of commercial uses including large and small warehouse, office, and commercial retail.
- Promote development consistent with the City of Coachella 2035 General Plan Update.
- Fund construction of additional IID electrical facilities to improve the electric grid and enhance reliability to this portion of the City of Coachella.
- Ensure that the scale of the development respects its surroundings and land use patterns.

1.8 PROJECT ALTERNATIVES

Chapter 7 of this DEIR provides a detailed analysis of the following alternatives analyzed for the proposed Project. These alternatives include:

- Alternative 1: "No Project" Alternative – the proposed Project site would be retained in its current vacant and undeveloped condition;
- Alternative 2: "Heavy Industrial" Alternative – this alternative is based on buildout of the Project site pursuant to its current designation as MH-Heavy Industrial under the City's Zoning Code and as an Industrial District under the City's General Plan; and
- Alternative 3: "Industrial Business Park – No Retail" Alternative – this alternative would develop the Project site as a mixed industrial business park facility with some storage uses on 42.36 acres of the site but without any retail development.

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This section describes the proposed Project characteristics, the site and surrounding land uses, as well as major Project characteristics and discretionary actions needed for approval of the proposed Project.

2.1 PROJECT APPLICANT AND CONTACT

Haagen Company LLC
Alexander Haagen III, Chief Executive Officer
12302 Exposition Boulevard
Los Angeles, CA 90064

Contact: Chris Fahey

2.2 LEAD AGENCY AND CONTACTS

Kendra Reif
Community Development Director
City of Coachella
53990 Enterprise Way
City of Coachella, CA 92236

Nicole Sauviat Criste
Consulting Planner
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42635 Melanie Place, Ste 101
Palm Desert, CA 92211
Phone: (760) 341-4800
Email: ncriste@terranovaplanning.com

2.3 PROJECT LOCATION

The proposed Project site is located at the northwest corner of the intersection of State Route 86 (SR 86) and Airport Boulevard in the City of Coachella (City), in the County of Riverside (County), California. The site is comprised of four (4) parcels totaling approximately 47.96 acres in size. The Assessor's Parcel Numbers (APNs) for the site are 763-330-013, 763-330-018, and 763-330-029 (see Exhibit 2.1: *Regional Location* and Exhibit 2.2: *Project Location*).[1] The proposed site is a currently vacant parcel surrounded by SR 86 to the east, Airport Boulevard to the south, the Coachella Valley Stormwater Channel (CVSC) and Avenue 54 to the approximate west and north, respectively (see Exhibit 2.3: *Project Site* and Exhibit 2.4: *Site Plan*). It is located in an area of the city that is mostly vacant to the north and east, with some light industrial uses located to the west of the Project site.

The Project site is located approximately 10.5 miles to the northwest of the Salton Sea and about 79 miles to the east of the Pacific Ocean. The Joshua Tree National Park and its associated mountain ranges are located approximately eight (8) miles to the northeast, while the Santa Rosa Mountains are approximately eight (8)

[1] The 5.6-acre Imperial Irrigation District (IID) substation location does not have an Assessor's Parcel Number.

miles to the west/southwest. Interstate 10 (I-10) traverses the City to the north, while SR 86 and SR 111 cut through the central/west portion of the City.

2.4 EXISTING SITE CHARACTERISTICS

2.4.1 EXISTING SITE CONDITIONS

Although the site had been previously utilized for agricultural production from approximately 1953 to 1984, the proposed Project site is currently undeveloped and vacant.

The site is relatively flat, with a gentle slope northeast to southwest. Although an approximate five (5) acres at the northern portion of the Project site is in a native condition, the remainder of the site has been previously farmed, and although some native revegetation has occurred, it consists primarily of low shrubs, tall bushes, and sparse trees scattered throughout the interior of the site.

The proposed Project site is located within a seismically active area with a mix of sand, silt and clay making up the subsurface and underlying soils on the site, thereby presenting a high potential for soil liquefaction during earthquake events. Groundwater was typically encountered about 14-20 feet deep across the site.

There are no water features located on the site although the CVSC borders the western edge of the site. Due to its proximity to the CVSC, the site is designated by the Federal Emergency Management Agency (FEMA) as being located within a floodplain zone AE or special flood hazard area (FEMA Flood Zone Map; accessed November 2023).

Existing utility infrastructure at the proposed Project site consists of a 30-inch Coachella Valley Water District (CVWD) waterline that runs parallel to the southern boundary of the site. Additionally, a 16-inch CVWD drainage line (Avenue 55 East Drainage) runs parallel to the northern boundary of the proposed Project site. Three (3) private tile drainage lines underlie the center of the site. (Coachella Airport Business Park IS/MND; 2021).

2.4.2 PROJECT SITE LAND USE AND ZONING

According to the *City of Coachella Land Use Plan Map* (Figure 4.8-2 of the City of Coachella 2035 General Plan Update Environmental Impact Report (EIR); 2014), the site's land use designation is Industrial District. Refer to Exhibit 2.5: *Project Land Use*.

According to the *City of Coachella Official Zoning Map*, the site is zoned M-H: Heavy Industrial (City of Coachella Official Zoning Map; 2023). Refer to Exhibit 2.6: *Project Zoning.*

2.4.3 SURROUNDING LAND USE AND ZONING

The surrounding area is characterized by primarily vacant land to the north, and agricultural and vacant land to the east of SR 86. Rural residential uses, a mobile home park and vacant lands are situated to the south, all located in the County of Riverside's jurisdiction south of Airport Boulevard. Land uses to the west (across the CVSC), also located within the County's jurisdiction, consist of light industrial uses interspersed with vacant parcels.

2.5 PROJECT CHARACTERISTICS

2.5.1 PROPOSED PROJECT

The proposed Project would include the development of a currently vacant and undeveloped approximate 47.96 acres in the southeastern portion of the City of Coachella. The overall proposed Project site would be developed for approximately 42.36 acres of industrial uses while an Imperial Irrigation District (IID) substation would be located at the northern 5.6 acres of the overall Project site (see Exhibit 2.4: *Site Plan*).

The proposed Project will require the following entitlements:

- Change of Zone from M-H (Heavy Industrial) to MS-IP (Manufacturing Services – Industrial Park Overlay) and C-G (General Commercial) to allow for proposed land uses. The M-H zone allows industrial uses, including standard heavy industrial and manufacturing facilities. Since the proposed Project would not include heavy industrial/manufacturing uses, the requested zone changes to C-G -General Commercial would allow for retail, offices, restaurant and public utility facilities, and to MS-IP which would allow for garages, storage yards and small warehouses, and uses to be developed under the proposed Project.
- Tentative Parcel Map (TPM) in order to show the site's existing conditions and what uses would be proposed on the site. The TPM would be required for the siting of large warehouses, small warehouse, small business development office, self-storage facilities, and personal automobile storage facilities.
- Conditional Use Permit (CUP) to allow a Service Station/Mini Mart under the proposed C-G zoning change.
- Conditional Use Permit (CUP) under the proposed C-G zone change to allow for the proposed drive through and sit-down Restaurant
- Architectural Review to review the building design, landscaping and ancillary facilities throughout the Project site.
- Development Agreement in accordance with City of Coachella Municipal Code Section 17.100, *Development Agreements,* which is a legislative act taken by the City Council with the purpose of strengthening the public planning process, encouraging private participation in comprehensive planning, and reducing the economic costs of development while providing assurances to the applicant for a development project regarding approval of the project.

2.5.2 PROJECT DETAILS

As a new business park development within the City, the overall proposed Project site would be developed for industrial uses comprised of large and small warehouse, personal vehicle storage and self-storage units, small business use spaces, a small retail and restaurant development, a billboard sign, and a fuel station with a convenience store, as well as associated landscaping, parking, lighting, and signage (see Table 2.1: *Proposed Project Components*), described below:

- The approximate 4,000 square foot (sq ft) convenience store and fuel station with associated parking would be located at the site's entrance along Airport Boulevard, with an approximate 4,650 sq ft retail and drive-through restaurant located to the northeast of the site entrance.

- Eighteen (18) proposed small business buildings, approximately 4,500 sq ft in size each and totaling about 81,000 sq ft, would be located along the site's eastern frontage along SR 86 and to the north of the fuel station and convenience store site within the southern portion of the overall Project site.
- Four (4) structures for storing personal vehicles averaging 19,200 sq ft (for an estimated total of 76,800 sq ft) with an internal open space area would be located to the north of the small business buildings and to the west of the proposed small warehouse buildings on site.
- Seventeen (17) self-storage buildings totaling 128,600 sq ft, ranging in size between 5,200 sq ft and 10,400 sq ft, would be located in the center portion of the site, west of the small warehouse buildings.
- Five (5) small warehouse structures, ranging in size from 9,600 sq ft to 24,000 sq ft (totaling approximately 96,000 sq ft) would also be located along the site's eastern frontage along SR 86. Six (6) large warehouse structures ranging in size from 22,400 sq ft to 48,800 sq ft, totaling approximately 233,100 sq ft of warehouse space would be located along the northern portion of the site, in close proximity to the proposed electric substation.

The proposed buildings on the site would range in height from 24 feet to 50 feet in height, primarily consisting of one (1) and two (2) story structures, with some four (4) story buildings. All building design and materials would be consistent with the Project Design Guidelines and would be submitted for architectural review to the City.

Table 2.1: Proposed Project Components

Building Type	Size (in square feet)
Large Warehouse Structures	233,100 sq ft
Small Warehouse Structures	96,000 sq ft
Small Business Development Buildings	81,000 sq ft
Personal Vehicle Storage Facilities	76,800 sq ft
Self-Storage Facilities	128,600 sq ft
Service Station/ Mini Mart	4,000 sq ft
Restaurant and Drive-through Facility	4,650 sq ft
TOTAL	**624,500 sq ft**

An IID substation facility would be located at the northern end of the overall Project site on a parcel that has been acquired from the California Department of Transportation (Caltrans). The Project Applicant now owns the substation parcel. The new 315 foot x 315 foot electrical substation will require at least one 1-25 mega volt ampere (MVA) 92/13.2 kilovolt (kV) transformer bank in order to provide adequate power for the proposed Project. The final components of the new substation will be determined in consultation with IID and may include additional facilities to improve electrical system resiliency and reliability to the surrounding community. There also would be 92 kV transmission line extensions and associated distribution feeders/backbones and distribution line extensions installed on the substation portion of the overall Project site.

The proposed Project site has an existing 30-inch CVWD waterline adjacent to the site, that is a "dry line", that is, it is not connected to any existing water lines. The Coachella Water Authority (CWA) plans to extend their

water facilities with a 20" water line from Avenue 54 southerly along Grapefruit Boulevard, then easterly under the existing railroad tracks and the CVSC to the Project site.

Since sewer connections exist near the proposed Project site, the existing CVWD sewer line near Orange Street and Airport Boulevard would be extended easterly along Airport Boulevard, and then cross the CVSC (either underground or attached to the bridge on Airport Boulevard) and connect to the project site directly on the east side of the CVSC.

A 44-foot-tall electronic billboard sign, with a two-sided sign face measuring 14 feet by 48 feet, would be constructed along the Project's small business frontage along SR 86.

The Project proposes a number of design features which are incorporated as Mitigation Measure GHG-1 in this EIR (refer to Section 4.8, *Greenhouse Gas Emissions)*, in order to comply with the City of Coachella *Climate Action Plan* (CAP).

2.5.3 PROJECT OBJECTIVES

The proposed Project would utilize a currently vacant site comprised of four parcels with light industrial and commercial uses, in an Industrial District in the City of Coachella. The Project proposes the following realistic and achievable objectives:

- Provide development of an underutilized site with existing arterial and roadway access.
- Create new and diverse employment opportunities within the City of Coachella as identified under the City of Coachella 2035 General Plan Update, with the development of a wide range of commercial uses.
- Contribute to an increase in the City of Coachella's fiscal health as envisioned under the City of Coachella 2035 General Plan Update through the development of a mix of commercial uses including large and small warehouse, office, and commercial retail.
- Promote development consistent with the City of Coachella 2035 General Plan Update.
- Fund construction of additional IID electrical facilities to improve the electric grid and enhance reliability to this portion of the City of Coachella.
- Ensure that the scale of the development respects its surroundings and existing land use patterns.

2.5.4 EMPLOYMENT

Based on data provided in the Project's *Vehicle Miles Traveled (VMT) Analysis* dated November 12, 2022 (included as Appendix P of the *Coachella Airport Business Park Project Traffic Impact Analysis* [TIA] dated September 2024, provided as Appendix I of this EIR), the proposed Project is estimated to generate approximately 741 new employees at buildout. Table 2.2: *Total Estimated Employment*, shows the estimated total employees according to each type of development on the site. All of the Project site facilities are expected to have employees on site during their regular hours of operation.

Table 2.2: Total Estimated Employment

Land Use Type	Square Footage (SF)	SF/Employee	Estimated Employment
Large Warehouse Structures	233,100	819	285
Small Warehouse Structures	96,000	819	117
Self-Storage	128,600	2,221	58
Personal vehicle storage	76,800	819	94
Small Business	81,000	598	135
Retail	8,650	165	52
TOTAL	**624,150**		**741 employees**

Source: Integrated Engineering Group, *Coachella Airport Business Park Project Traffic Impact Analysis* (September 2024), Appendix P, *Vehicle Miles Traveled (VMT) Analysis* (November 12, 2022), Table 1: Coachella Airport Business Park – Employment Estimates.

2.5.5 PROJECT UTILITIES

Although the Project site does not currently have the required utility connection set up, the IID and the Southern California Gas Company (SoCalGas) will provide electrical and natural gas services, respectively, to the Project. Power transmission lines are located parallel to the western boundary of the site, west of the CVSC. As part of the Project, a new IID substation and related facilities will be constructed on the northernmost portion of the site and connected to IID's existing transmission facilities.

The City of Coachella would be the water provider to the Project site providing water access line connections, while the CVWD would provide wastewater and sewer services to the site through a proposed sewer connection line to be located along Airport Boulevard. There is an existing CVWD sewer line located at Airport Boulevard and Ragne Street, just west of the CVSC. The proposed Project would connect to this existing sewer line in order to provide sewer connection and service to the proposed Project site through the addition of appropriate gauge sewer lines through the Project site.

The proposed Project would connect to a new water line extension through the CWA's proposed 20" water line from near Avenue 54 southerly along Grapefruit Boulevard, then easterly under the existing railroad tracks and the CVSC to the Project site.

Trash and recycling services would be provided by Burrtec Waste Industries, Inc.

Gas and phone line connections already exist along Airport Boulevard and the proposed Project would connect to these service lines.

2.5.6 PROJECT SITE CIRCULATION AND PARKING

The proposed Project site's main access would be located at its signalized intersection with Airport Boulevard along the site's southern boundary, with two (2) main roads providing north/south access internal to the site. A secondary right-in only access road is proposed between the SR 86 off ramp and the main signalized Project entrance, which is subject to Caltrans approval. If the Caltrans approval cannot be obtained, this access will be gated and available for emergency access only. The site's internal roadway system would be designed with adequate fire access and turn radii throughout the Project site, in accordance with the standards and requirements of the Riverside County Fire Department, Caltrans, and the City of Coachella.

A total of 668 parking spaces are proposed across the site. Table 2.3: *Estimated Parking Provided*, shows the total number of parking spaces allocated across the site. Of these, 490 parking spaces would be for standard parking spaces, 44 parking spaces would be assigned for handicapped parking and 134 parking spaces for electric or clean air vehicles. In accordance with the 2022 Title 24 standards that currently require the installation of electric vehicle charging stations in nonresidential developments (a minimum of 6 percent of the parking spaces shall have electric vehicle charging stations), the Project includes 31 parking spaces with charging stations. The Project also provides bicycle parking in accordance with 2022 Title 24 standards, which require one space per 10,000 square feet of new non-residential, and one space per 5,000 square feet of retail square feet but not fewer than 4 spaces per building. In addition, the Project will provide carpool/vanpool spaces in accordance with 2022 Title 24 standards that require that at least 8 percent of the parking spaces to be designated for carpools/vanpools.

Table 2.3: Estimated Parking Provided

Building Type	Parking Provided
Large Warehouse Structures	263 spaces
Small Warehouse Structures	126 spaces
Small Business Development Buildings	111 spaces
Personal Vehicle Storage Facilities	107 spaces
Self-Storage Facilities	2 spaces
Fuel Service Station/ Mini Mart	5 spaces
Restaurant and Drive-through Facility	54 spaces
TOTAL	**668 Spaces**

2.5.7 **PROJECT CONSTRUCTION**

Following City approvals and issuance of initial building and grading utility permits, the proposed Project is scheduled to be constructed in several phases with the initial Phase I construction estimated to take approximately one (1) to five (5) years following Project approvals, and Phases II and III to occur over approximately five (5) to 10 years and 20 years, as shown in Table 2.4, *Project Phasing*. Since the site is primarily vacant with some sparse shrub and tree coverage across the majority of the site parcel, initial construction activities may involve debris and vegetation removal, grading and Phase I construction activities. During site preparation, all construction equipment would be stored on site within the existing fenced-in area. Construction equipment may include water trucks, semi-trucks and trailers, excavators, front end loaders, shoring installation equipment, Bobcats and other small equipment. The contractor would use standard techniques to minimize construction noise and dust.

Table 2.4: Project Phasing

	Phase I - 2027	Phase II - 2030	Phase III - 2035
Large Warehouse Area (sq ft)	110,900	48,800	73,400
Small Warehouse Area (sq ft)	24,000	52,800	19,200
Small Business Area (sq ft)	31,500	22,500	27,000
Self Storage Area (sq ft)	67,300	----------	61,300
Vehicle Storage Area (sq ft)	19,200	19,200	----------
Fuel Center, C-Store Area (sq ft)	4,000	----------	----------
Retail - Restaurants (2) Area (sq ft)	4,650	----------	----------
Total Area per Phase	261,550	143,300	180,900

2.5.8 **REQUIRED APPROVALS**

The City of Coachella is the Lead Agency with responsibility for approving the proposed Project under the California Environmental Quality Act (CEQA). Table 2.5, *Required Permits and Approvals*, shows the actions that would be required to implement the proposed Project.

Table 2.5: Required Permits and Approvals

Agency	Permit/Approval Required
FEDERAL	
No federal agencies identified	
STATE	
State Water Resources Control Board	Construction Stormwater General Permit Notice of Intent to Comply with Section 402 of the Clean Water Act Construction Stormwater Pollution Prevention Plan
California Public Utilities Commission	Proposed utility facility
California Department of Transportation (Caltrans)	Encroachment permits, right-of-way abandonment
REGIONAL	
South Coast Air Quality Management District	PM10 Plan for compliance with Rule 403.1, Dust Control in the Coachella Valley; Odor Management Plan for compliance with Rule 402, Nuisance
Regional Water Quality Control Board Region 7	Water Quality Management Plan
Riverside County Airport Land Use Commission	Review of project consistency with the Airport Land Use Compatibility Plan
County of Riverside Department of Environmental Health	Approval of Hazardous Waste Business Plan for applicable land uses
Imperial Irrigation District	Connection services to site
Coachella Valley Water District	Connection services to site
LOCAL	
City of Coachella	Approval of the following entitlements: • Change of Zone from M-H to MS-IP and C-G to allow for proposed land uses • Conditional Use Permit (CUP) for the cannabis-related uses • Conditional Use Permit (CUP) for drive-through restaurant use • Conditional Use Permit (CUP) for fuel station and associated retail use • Tentative Parcel Map • Development Agreement • Planning Commission Architectural Review

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Regional Project Location

Coachella Business Park Development

Exhibit

2.1

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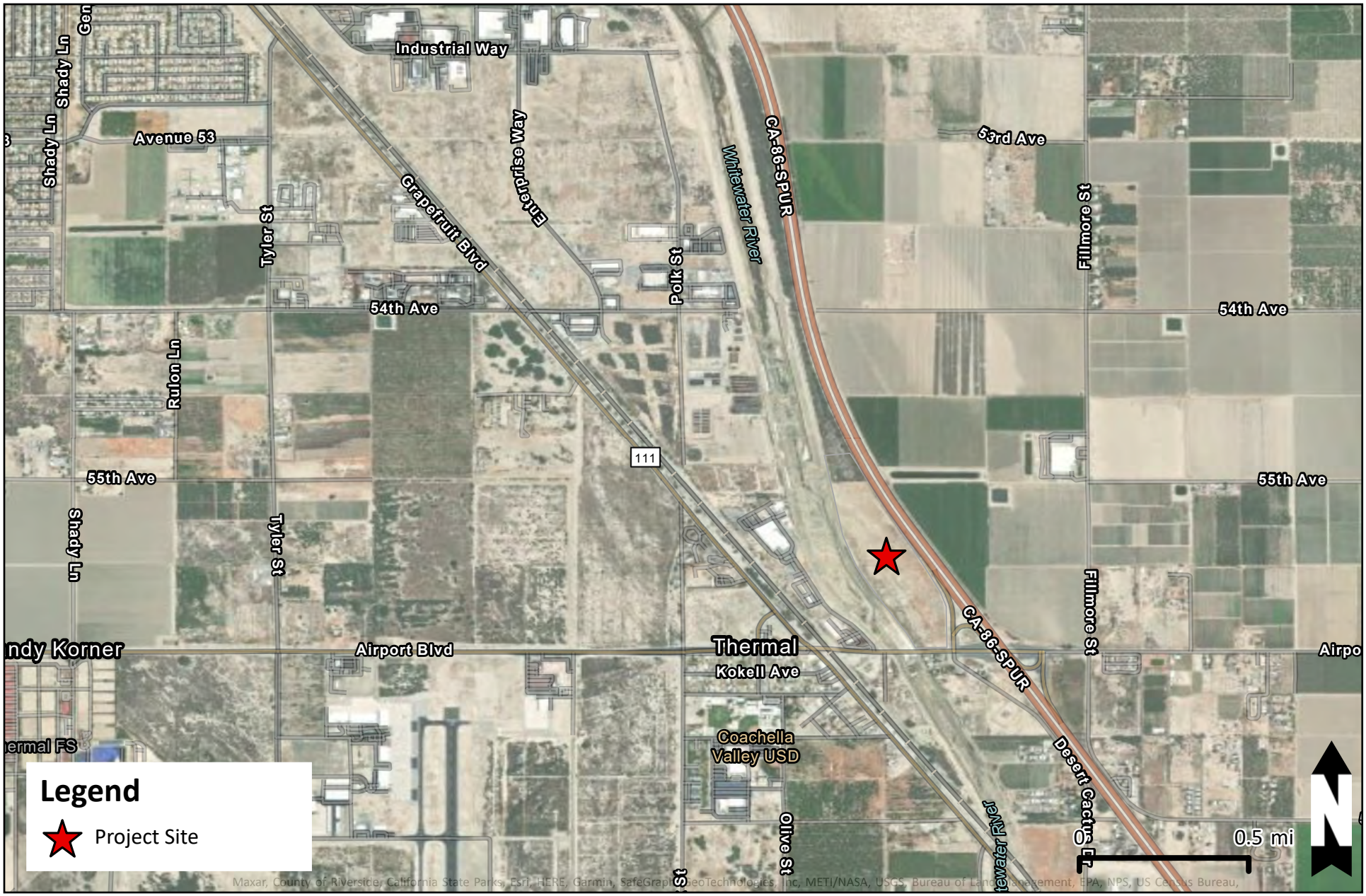

Project Location

Coachella Business Park Development

Exhibit

2.2

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Project Site

Coachella Business Park Development

Exhibit

2.3

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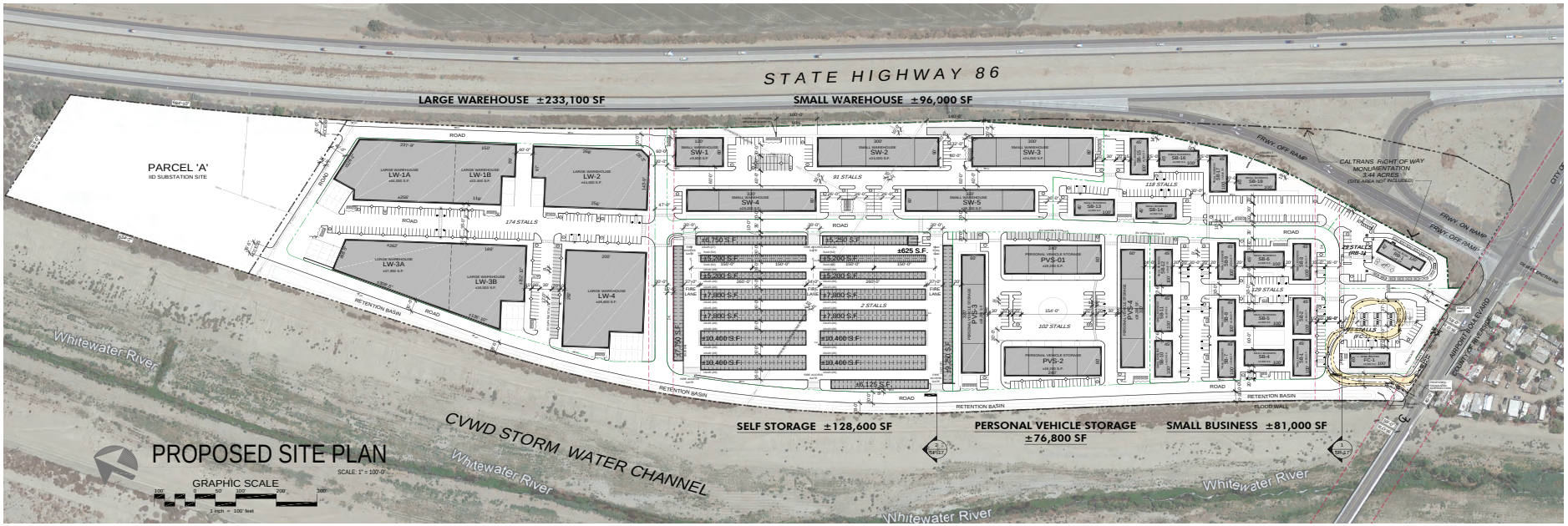

Site Plan

Coachella Busienss Park Development

Exhibit

2.4

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Project Land Use

Coachella Business Park Development

Exhibit

2.5

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Project Zoning

Coachella Business Park Development

Exhibit

2.6

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Although Chapter 4 of this DEIR presents the specific settings for each issue area, this section provides a general overview of the environmental setting for the proposed Project, as well as an overview of other proposed and approved projects within the City of Coachella and adjacent areas of unincorporated Riverside County. The analysis provided in each section of this DEIR is based on the environmental conditions that existed at the Project site and within its cumulative environment at the time of publication of the Notice of Preparation (NOP) for the proposed Project.

3.1 REGIONAL SETTING

The Project site is located within the City of Coachella (City) in the southwestern portion of the County of Riverside (County). The site is located approximately 10.5 miles to the northwest of the Salton Sea and about 79 miles to the east of the Pacific Ocean. The Joshua Tree National Park and its associated mountain ranges for the Little San Bernardino Mountains, and the Cottonwood, Hexie, Pinto, Eagle and Coxcomb Mountains, are located approximately eight (8) miles to the northeast, while the Santa Rosa Mountains are approximately eight (8) miles to the southwest (see Exhibit 2.1: Regional Location).

The City of Indio and census designated place (CDP) of Bermuda Dunes is located to the north and west of the City of Coachella, while the CDPs of Mecca and Thermal are to the south. The cities of La Quinta and Indian Wells lie to the west of the City of Coachella.

Interstate 10 (I-10) traverses the city to the north, while State Routes (SR) 86 and 111 cut through the central/west portion of the city.

The City covers an approximate 30 square miles of land, with an average elevation of about 68 feet below sea level. The City has typical temperatures averaging 70 to 107 degrees Fahrenheit during the year. Rainfall peaks during the wintertime, with most rain falling between mid-October and early April, with the exception of the summer monsoon season. Annual rainfall averages about six (6) to seven (7) inches (Google; 2023).

3.2 PROJECT SETTING

The approximate 47.96-acre Project site is located in the southeastern portion of the City of Coachella. It is located in an area of the City that is mostly vacant to the north and west, with some light industrial uses located to the west of the Project site (see Exhibit 2.2: Project Location). SR 86 follows the eastern border of the site and Airport Boulevard forms the southern boundary of the City, with the County of Riverside's jurisdiction occurring on the south side of Airport Boulevard (Google Maps; 2023)

The proposed Project site is a currently vacant parcel surrounded by SR 86 to the east, Airport Boulevard to the south, the Coachella Valley Stormwater Channel (CVSC) and Avenue 54 to the approximate west and north, respectively (see Exhibit 2.3: Project Site). The majority of the site (approximately 42.36 acres) located to the south of the Project parcel is vacant and fenced, with sparse shrub coverage; the approximate 5.6-acre northern portion of the site is in a more native, undisturbed condition.

The Land Use Element of the City of Coachella 2035 General Plan Update designates the Project site as Industrial, and the City's Zoning Map categorizes the site as M-H: Heavy Industrial Zone (City of Coachella; July 2023).

3.3 CUMULATIVE DEVELOPMENT

State CEQA Guidelines Section §15130 requires that EIRs include an analysis of the cumulative impacts of a project when the project's incremental effect is considered cumulatively considerable. Cumulative impacts are defined as two or more individual events that, when evaluated together, are significant or would compound other environmental impacts of a project. Cumulative impacts are the changes in the environment that result from the incremental impact of development of the proposed Project and other nearby projects. For example, traffic impacts of two nearby projects may be inconsequential when analyzed separately but could have a substantial impact when analyzed together.

The State CEQA Guidelines Section §15130(b)(1) allows discussion of reasonably foreseeable cumulative projects to be drawn from either a "list of past, present, and probable future projects producing related or cumulative impacts" or a "summary of projections contained in an adopted general plan or related planning document or in a prior environmental document which has been adopted or certified, which described or evaluated regional or area wide conditions contributing to the cumulative impact."

To assess potential cumulative impacts associated with planned and pending development in the City of Coachella, this Draft EIR considers planned and pending projects in the proposed Project site vicinity, including within the City of Coachella and adjacent areas of unincorporated Riverside County. Pending projects include projects for which a building permit has been issued, for which planning approvals have been obtained, or for which planning approvals are pending. Upon construction of all of these projects, there would be an additional 3,079.04 acres of new residential development/redevelopment, 96.13 acres of commercial development, and 4.89 acres of industrial development. The individual projects are listed in Table 3-1: *Cumulative Projects in the City of Coachella*, and the cumulative setting conditions considered in this Draft EIR are based on:

- Effect of Regional Conditions.
- Local Adopted General Plans.
- Consideration of Existing Development Patterns.
- Proposed and Approved Development Projects as shown in Table 3-1 for projects within 5 miles of the Project site.

Table 3-2: *Cumulative Projects in the County of Riverside*, includes a list of projects within 5 miles of the Project site within the adjacent areas of unincorporated Riverside County.

Table 3-1 Cumulative Projects in the City of Coachella

Project	Status	Address	Description	Sqft/ Units	Acres	Distance from Project site
Borrego Health Clinic	Complete	NW corner of Avenue 50 & Calhoun Street	Medical Clinic	40,919 sqft	4.56	4.8 mi
Bellissima by Pulte	Under Construction	E of Fredrick Street between Avenues 53 & 54	Single-Family one - two story	111 units ranging 1,342 sqft, 2,467 sqft	24	3.3 mi
Coachella Greenery	Open	84-801 Avenue 48	Cannabis Business Industrial	1,100 sqft	1.6	4.7 mi
Coachella Releaf Dispensary	Open	86-705 Avenue 54, Ste H	Retail Cannabis MS-IP zone micro business	3,800 sqft		1.0 mi
Fountainhead Plaza	Under Construction	NE corner of 1st Street & Cesar Chavez Street	Super Market Quick Serve Restaurant Starbucks	20,422 sqft	8.25	3.6 mi
Glenroy Hotel Project	Construction Stalled	SE corner of Avenue 48 & Van Buren Street	Bungalow Style Hotel	160,656 sqft	24.43	5.0 mi
HOTN/Sinsemilla Dispensary & Pub Project	Under Construction	1694 6th Street	Retail cannabis dispensary	1,432 sqft	0.11	3.5 mi
JJWR Industrial Development	Approved	53-457 & 53-459 Enterprise Way	Industrial Warehouse	25,750 sqft	3.29	1.0 mi
Mariposa Pointe D.R. Horton	Under Construction	SEC Calhoun Street & 50th Avenue	One and two story single family residence	155 vacant lots Plan 1 1,898 sqft Plan 2 2,239 sqft Plan 3 2,435 sqft	37.3	3.5 mi
Placita Dolores Huerta	Under Construction	874-900 Bagdad Avenue	Apartments	110 units 2 & 3 bd	5.76	2.8 mi
Pueblo Viejo Villas	Construction Complete	NE corner of Cesar Chavez and 6th Street	Three-story mixed use building	105 dwelling units 3,000 sqft	2.61	3.3 mi
Rancho Los Flores 2	Under Review	NE corner Avenue 49 & Van Buren Street	Subdivision	1,898-2,435 sqft	30.4	4.8 mi
Sevilla By Plute Homes	Under Construction	NE of Avenue 51 E of Van Buren Street	Single-Family	107 two-story buildings 1,959 – 2,825 sqft	26.8	4.2 mi
Tripoli Mixed-Use Project	Planning Commission approved 4/20/22	NEC of Cesar Chavez Street & Bagdad Avenue	Mixed use apartments and retail	108 units	2.83	3.2 mi

Project	Status	Address	Description	Sqft/ Units	Acres	Distance from Project site
Villa Verde Apartments	Approved	84-824 Calle Verde	Apartment Community	152 units	9.4	3.0 mi
Vista Del Agua	Under Review	E of Tyler Street, N Avenue 48 W Polk Street	Subdivide 42.92 acres	204 single family lots	42.92	4.0 mi
Encanto	Under Review	W Van Buren Street, Avenue 51 & Avenue 52	Subdivision	112 single family	19.2	4.0 mi
La Terraza	Under Review	1562 6th Street	Mixed-use two story building	First story 2,302 sqft; second story 1,583 sqft	N/A	3.2 mi
Pueblo Cannabis	Approved	85-591 Grapefruit Boulevard	Cannabis Dispensary	1500 sqft	0.30	3.5 mi
Sevilla II	Under Review	W Van Buren Street & S Avenue 50	Residential Development	204 single family residences	39	4.5 mi

Source: City of Coachella Department of Development Services; 2024

Table 3-2 Cumulative Projects in the County of Riverside

Project	Description	Address	Sqft/Acres	Within 5 miles distance of Project site
PP25073	Contractors Storage Yard	Foundation Road	2160 sqft	3 mi
TTM38861	Single Family Residential lots	Northeast corner of 54th Avenue and Fillmore Street	2.251 acres	1 mi
CUP03158	Farm workers mobile home park	58th Avenue	20 acres	2 mi
CUP190004	Private Truck storage	Airport Boulevard	1,680 sqft	0.3 mi
PM33490	Subdivision	Desert Cactus Road	10.1 acres	1 mi
PM34159	Divide 156 Ac. Into 71 Industrial Parcels	Carnegie Drive	156 acres	2.5 mi
PPT190018	Storage yard landscape company	Foundation Road	3,300 sqft	3 mi

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4.0 | INTRODUCTION TO ENVIRONMENTAL ANALYSIS

This section discusses the potentially significant environmental effects of the proposed Project. "Significant effect on the environment" is defined by the State CEQA Guidelines §15382 as: "…a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance. An economic or social change by itself shall not be considered a significant effect on the environment but may be considered in determining whether the physical change is significant."

The assessment of each issue area includes a discussion of the environmental setting related to the issue, which is followed by the impact analysis. This section also identifies the methodologies used and the "significance thresholds," in order to determine whether potential effects of the Project as proposed are significant, mitigation measures identified to reduce and/or avoid the potential significant impacts, and the level of significance after mitigation. "Thresholds of Significance" are a set of criteria used by the lead agency to determine at what level or "threshold" an impact would be considered significant. Significance criteria used in this DEIR include the State CEQA Guidelines; factual or scientific information; regulatory performance standards of local, state, and federal agencies; City of Coachella 2035 General Plan Update goals and policies; and Coachella Municipal Code requirements.

This Draft EIR evaluates all subject areas listed in Appendix G to the State CEQA Guidelines and evaluates each question as one of the following:

No Impact*:* No adverse change to the environment would occur.

Less Than Significant Impact: A less than significant impact would cause no substantial change in the environment (no mitigation required).

Less Than Significant Impact with Mitigation Incorporated: A less than significant impact with mitigation incorporated would cause (or would potentially cause) a substantial adverse change in the physical conditions of the environment, absent mitigation. Significant impacts are identified by the evaluation of project effects using specified standards of significance. Mitigation measures are identified to reduce project effects on the environment to a level of less than significant.

Cumulatively Significant Impact: A cumulative significant impact would result when the proposed Project would contribute considerably to a significant physical impact on the environment expected under cumulative conditions.

Less Than Cumulatively Considerable Impact: A less than cumulatively considerable impact would result when the proposed Project would not contribute considerably to a significant physical impact on the environment expected under cumulative conditions.

Significant and Unavoidable Impact: A significant and unavoidable impact would result in a substantial change in the environment that cannot be avoided or mitigated to a less than significant level if the proposed Project is implemented.

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This section describes the existing aesthetic character of the proposed Project site and surrounding vicinity. In accordance with CEQA and the State CEQA Guidelines, this Draft EIR evaluates the proposed Project-related impacts to aesthetics, as well as the appropriate City of Coachella 2035 General Plan Update policies. Where applicable, mitigation measures identified in the City's certified General Plan EIR may be analyzed and adopted herein.

The following defines the components of aesthetic resources used in this analysis.

Viewshed

A viewshed is an area of the landscape visible from a particular location or series of points (such as, but not limited to, a trail or overlook). A viewshed may be divided into viewing distances such as foreground (typically between 0.25 to 0.5 miles from the viewer), middle ground (three to five miles away from a viewer) and background (usually up to the visible horizon). Typically, the closer a viewer is to a certain resource, the more visually dominant it appears.

Visual Character

The visual character of a place is related to its natural and manmade landscape features such as plants, geologic and water features, trails and parks, and architectural skylines. Visual character of an area can change with the season, time of day, light, and other elements that influence the visibility of a landscape.

Visual Quality

Visual quality may be used to define the uniqueness or desirability of a visual resource within a frame of reference by viewers such as residents or visitors. Visual quality may be further defined by a site's memorability of landscape features, visual integrity of the natural and man-made environment, and visual coherence of the site as a whole.

Light and Glare

Sources of artificial light that operate during evening and nighttime hours may include streetlights, illuminated signage, vehicle headlights, and other point sources. Uses such as residences and hotels are considered light-sensitive since they are typically occupied by persons who have an expectation of darkness and privacy during evening hours and who can be disturbed by bright light sources.

Glare is primarily a daytime occurrence caused by the reflection of sunlight or artificial light from highly polished surfaces, such as window glass or reflective materials, and, to a lesser degree, from broad expanses of light-colored surfaces. Glare can also be produced during evening and nighttime hours by artificial light directed toward a light-sensitive land use. Activities, such as driving, and land uses, such as parks and residences, are considered glare sensitive as the presence of glare could interfere with vision and/or result in an irritant to these activities/uses.

4.1.1 SETTING

Regional

The city of Coachella, within the eastern portion of the Coachella Valley, is located over 11 miles northwest of the Salton Sea. The Salton Sea has a surface elevation of approximately 220 feet below sea level. The Little San Bernardino, Hexie, Coxcomb, Pinto, Eagle, and Cottonwood mountain ranges are located a little over two (2) miles to the east/northeast while the mountains that constitute the San Jacinto and Santa Rosa Mountains lie approximately nine and a half (9.5) miles to the west/southwest (see Exhibit 2.1, *Regional Location*). In general, these mountains range between about 3,000 to 11,000 feet in height (City of Coachella 2035 General Plan Update EIR; 2014).

The general topography of the City slopes from northeast to the west and from north to south. Closer to the mountain ranges to the east and west of the city, average slope elevations may range from 15 to 25 percent slopes that constitute an approximate gentle bowl towards the central portions of the city. The geographic setting of Riverside County with mountains, valleys and waterways allows for a number of scenic vistas across the County.

Open spaces predominate the landscape around the proposed Project site, with agricultural cultivation and vacant parcels, along the Coachella Canal, also known as the All American Canal, to the east, vacant parcels and single family houses and to the south, vacant land and some industrial buildings to the west, agricultural lands, vacant parcels with some vegetation, and the City's Treatment Plant located north of the site. Natural rock outcroppings in the hillside areas in the eastern portions of the city provide a native desert appearance while the northeastern portion of the City forms the base of the Joshua Tree National Park.

There are several State Designated scenic highways and State and County Eligible scenic highways in the County, of which I-10 and SR 111 are in proximity to the proposed Project site. However, these highways are not within the immediate vicinity of the Project site. The nearest highway to the Project site is SR 86, which is not designated or eligible for designation as a scenic highway. I-10 passes east/west along the northern portion of the City approximately 4 miles north of the Project site, while the eligible portion of SR 111 within the community of Mecca to the south traverses in a parallel north/south direction, approximately 6.3 miles southeast of the Project site. Views from these highways provide a slightly downward sloping visual overview into the developed portions of the City, as well as the agricultural and vacant lands of the City landscape.

Local

The proposed Project site is currently vacant and bordered by SR 86 to the east and Airport Boulevard to the south (please see site photos in Exhibits 4.1-1 through 4.1-3). The site slopes slightly from the northeast to the southwest.

Views from the adjacent roadways to the site consist primarily of vacant land with minimal shrub vegetation behind a chain-link fence that surrounds the site. A small mobile home park community lies to the south of Airport Boulevard and east of the Coachella Valley Stormwater Channel (CVSC).

The CVSC passes along the western portion of the site, with light poles and some industrial properties occurring west of the channel. Railroad tracks and SR 111 lie to the west of these industrial structures.

The site is sparsely vegetated with shrubs and low trees, particularly along the east portion of the parcel adjacent to SR 86 and interspersed throughout the site. More densely vegetated areas constitute the proposed Project site's approximate northern five and a half (5.5) acres.

Since the Project site is currently vacant, there are no present sources of daytime/nighttime light or glare on the site. The intersection of Airport Boulevard and the exit ramp for SR 86, located east of the site, provides lighting and a traffic signal that emits light towards the southeast corner of the site. Minimal industrial uses and vehicles passing along SR 86 to the east and SR 111 to the west provide some light reflection and headlamp lighting, visible from the interior of the site.

Not to Scale

The Altum Group

Images Taken from the Center of the Project Site

Coachella Airport Business Park Development

Exhibit

4.1-1

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Not to Scale

The Altum Group

Images Looking Into the Project Site

Coachella Airport Business Park Development

Exhibit

4.1-2

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Looking East on Airport Blvd to the Signal at Hwy 86

Looking East on Airport Blvd showing mobile home park to the South

Airport Blvd South accross the street showing the White Water Canal

Looking West on Airport Blvd at the corner of Hwy 86

Not to Scale

Images showing surrounding features

Coachella Business Development

Exhibit

4.1-3

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4.1.2 REGULATORY FRAMEWORK

Federal

There are no federal regulations that apply to aesthetics.

State

California Department of Transportation Adopt-A-Highway Program

To improve and maintain the visual quality of California highways, the California Department of Transportation (Caltrans) administers the Adopt-a-Highway program, which was established in 1989. The program provides an avenue for individuals, organizations, or businesses to help maintain sections of roadside within California's State Highway System. Groups have the option to participate as volunteers or to hire a maintenance service provider to perform the work on their behalf. Adoptions usually span a two-mile stretch of roadside, and permits are issued for five-year periods. Since 1989, more than 120,000 California residents have kept 15,000 shoulder miles of state roadways clean by engaging in litter removal, tree and flower planting, graffiti removal, and vegetation removal.

Caltrans Highway Design Manual

Caltrans' 7th Edition Highway Design Manual (HDM) establishes uniform policies and procedures to carry out the state highway design functions, which include signage along the state highway system. The manual was prepared for Caltrans by the Division of Design for use on the California State highway system. It is neither intended as, nor does it establish, a legal standard for these functions. The standards, procedures, and requirements established are for information and guidance and many of the instructions given are subject to amendment as conditions and experience warrant. Special situations may call for deviation from policies and procedures, subject to Division of Design approval, or such other approval as may be specifically provided for in the text of this manual.

State Scenic Highways

Caltrans defines a scenic highway as any freeway, highway, road, or other public right-of-way that traverses an area of exceptional scenic quality. Suitability for designation as a State scenic highway is based on the vividness, intactness, and unity of the vista, as described in Caltrans Scenic Highway Guidelines (2008):

- Vividness is the extent to which the landscape is memorable. This is associated with the distinctiveness, diversity, and contrast of visual elements. A vivid landscape makes an immediate and lasting impression on the viewer.
- Intactness is the integrity of visual order in the landscape and the extent to which the natural landscape is free from visual intrusions (e.g., buildings, structures, equipment, grading).
- Unity is the extent to which development is sensitive to and visually harmonious with the natural landscape.

A state scenic highway changes from "eligible" to "officially designated" when the local jurisdiction adopts a scenic corridor protection program, applies to Caltrans for scenic highway approval, and receives notification from Caltrans that the roadway has been designated as a Scenic Highway.

Local

City of Coachella 2035 General Plan Update

The City of Coachella 2035 General Plan Update contains the following goals and policies related to aesthetics and visual character in the city:

Land Use + Community Character Element

Goal 2. Growth and Development. The successful transformation of Coachella from a small town into a medium-sized, full-service City that is a major economic center for the Coachella Valley.

- *Policy 2.5* High quality construction and architecture. Require high-quality and long-lasting building materials on all new development projects in the City. Encourage innovative and quality architecture in the City with all new public and private projects.
- *Policy 2.6* Architectural diversity. A diversity of architectural styles is encouraged, particularly those that have their roots in the heritage of Southern California and the Desert Southwest.
- *Policy 2.7* Climate-appropriate design. Require architecture, building materials and landscape design to respect and relate to the local climate, topography, history, and building practices.

Goal 7. Districts. A series of unique, destination-oriented districts throughout Coachella that provide space for large-format retail, industrial and resort uses in order to increase access to jobs, provide amenities for residents and improve the fiscal stability of the City.

- *Policy 7.4* Impact of industrial development. Require new development within the City's industrial districts be designed for compatibility with surrounding uses to minimize impact and cultivate connectivity with each district.

Sustainability + Natural Environment Element

Goal 1. Climate Change. A resilient community that is prepared for the health and safety impacts of and minimizes the risks of climate change.

- *Policy 1.6* Climate-appropriate building types. Seek out and promote alternative building types that are more sensitive to the arid environment found in the Coachella Valley. Courtyard housing and commercial buildings can be designed to provide microclimates that are usable year-round, reducing the need for mechanically cooled spaces and reducing energy consumption.

Goal 6. Visual Resources. A city with stunning views of the hillsides and mountains surrounding the Coachella Valley.

- *Policy 6.1* View corridor preservation. Protect and preserve existing, signature views of the hills and mountains from the City.
- *Policy 6.2* Scenic roadways. Minimize the impact on views by restricting new billboards along the City's roads and highways. Electronic and animated billboards should be prohibited except in rare and special circumstances.
- *Policy 6.5* Dark sky. Limit light pollution from outdoor sources, especially in rural, hillside and mountain areas, and open spaces, to maintain darkness for night sky viewing.

Coachella Municipal Code

The Coachella Municipal Code contains several provisions that are expressly designed to identify and limit aesthetic impacts as projects are undergoing review by the City. Specifically, the following provisions of the Municipal Code regulate impacts related to aesthetics, light, and glare throughout all areas of the City:

- Chapter 5.48, *Outdoor Advertising Signs,* Section 5.48.070, *Lighting*:

  A. Signs which are not effectively shielded so as to prevent beams or rays from being directed at any portion of the traveled ways and are of such intensity or brilliance to cause glare or impair the vision of the driver of any motor vehicle or which otherwise interferes with any driver's operation of a motor vehicle are prohibited.

  B. No sign shall be so illuminated that it interferes with the effectiveness or obscures an official traffic sign, device or signal

- Chapter 16.28, *Improvements and Grading*, Section 16.28.150(L): Street lighting facilities shall be provided in accordance with the council's policy for the area of the city where the subdivision is located. Lighting shall be adequate to permit proper policing of the subdivision and shall be so screened or otherwise designed as not to interfere with views from the hillsides of the city.

- Chapter 17.54.010 (K): *Off-Street Parking and Loading: Lighting*. Parking area lighting is not always required; however, if lighted parking areas are required parking areas, such lighting fixtures shall be located, with hoods provided and adjusted, so as to preclude the direct glare of the light from shining onto property or streets.

- Chapter 17.56, *Signs*, Section 17.56.010(F)(3) *Permitted Signs*. Commercial and industrial business.
  3. Special Provisions.

  a. Freeway and Expressway Signs for Commercial and Industrial Uses. Any commercial or industrial property which is located within one thousand (1,000) feet of the centerline of a freeway or expressway right-of-way may, as part of an approved sign program for the property, erect one freeway-oriented freestanding sign on the property in addition to those signs allowed under subsection F(1) and (2) of this section, under the following conditions:

  i. A freestanding advertising sign is permitted with a maximum height of twenty-five (25) feet and a maximum size of one hundred seventy-five (175) square feet. (For freeway-oriented businesses, defined as those selling food, lodging, and automobile services, and for auto sales businesses, the maximum height is fifty-five (55) feet.)

  ii. A larger or higher freestanding sign is permitted for freeway-oriented businesses based on a flag test and the following conditions:

  (A) The minimum size letter in the test of a sign shall be one foot in vertical or horizontal dimension, and the maximum size letter shall be three feet vertical or horizontal in dimension.

  (B) The text of the sign shall be limited to the name of the owner, name of the business, type of business, and hours and days of operation.

  (C) Signs shall be visible a minimum of three-tenths mile from the point where the off-ramp leaves the freeway to serve the business concerned.

  iii. No signs shall be erected that will obscure another sign when viewed from the freeway;

  iv. No freeway-oriented sign shall be erected that will be closer than one hundred (100) feet from another freeway-oriented sign.

  v. All freestanding signs shall have underground utility service.

vi. The flag test shall be observed by a member of the community development department and the required fee shall be paid prior to the test.

- Chapter 17.56.010(J)(2)(e) Glare From Signs. Illuminated signs shall be designed in such a manner as to avoid undue glare or reflection of light onto private property in the surrounding area or right-of-way and shall be erected and located in a manner satisfactory to the director of community development. The intensity of lighting of signs may be reviewed in the field by the director of community development who may require the reduction of intensity.

4.1.3 IMPACT ANALYSIS

Thresholds of Significance

The impact analysis provided below is based on the following State CEQA Guidelines Appendix G thresholds of significance. Aesthetics impacts are considered to be significant if implementation of the proposed Project would result in any of the following:

- Have a substantial adverse effect on a scenic vista;
- Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway;
- In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality; or
- Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

Methodology

The proposed Project site and surrounding areas were reviewed and analyzed with respect to existing development and land conditions. Impacts affecting visual character reviewed any changes to the existing areas and the addition or elimination (such as existing open space) of any feature that has the potential to change the visual character of the Project site.

Impacts

Impact 4.1.1 Implementation of the proposed Project would not have a substantial adverse effect on scenic vistas (Less than Significant Impact).

Scenic vistas provide valuable aesthetic resources that, within the City of Coachella, include expansive landscape views of the Coachella Valley with its open agricultural fields and distant views of mountain ranges. Scenic vistas in the City include the Mecca Hills, which are located within the eastern portion of the City, the Santa Rosa and San Jacinto Mountains, and the Little San Bernardino Mountains, all of which range between 2,000 feet to 11,000 feet in height (Wikipedia; 2023). The proposed Project site is primarily flat with a gentle slope northeast to southwest. It is primarily surrounded by flat open agricultural fields to the east beyond SR 86, vacant and scattered residential, as well as light industrial development to the north, south and west. Current views into the site from SR 86 to the east and Airport Boulevard to the south, are primarily of open vacant land on site as well as very distant views of surrounding mountains. However, these mountain ranges are over two (2) miles to the east and more than nine (9) miles to the west of the site and these scenic vistas form a distant background to the site.

The proposed Project would add about 50 new buildings, ranging in height from 24 to 50 feet, including varied rooflines and differing architectural features for different types of use, (refer to Exhibit 4.1-4, *Conceptual Project Rendering*); a 44-foot-high billboard adjacent to SR 86 (refer to Exhibit 4.1-5, *Conceptual Electronic Billboard Rendering*); and an IID substation facility with typical transformer banks and overhead power lines that are typically over eight (8) feet or greater in height (refer to Exhibit 2.4, *Site Plan*). As shown by the site simulations, development of the site would therefore partially obscure existing distant views of the surrounding mountains to the east and west with new buildings and landscaping (refer to Exhibit 4.1-6, *Project Site Viewsheds*). Although current views of the mountains in the distance from SR 86 (views 1-3) will be primarily blocked from the eastern and southern portions of the site, the use of varying building heights and siting of buildings will allow for some views of the distant mountains from open areas across the site and in between the various buildings. Existing views from the SR 86 offramp adjacent to the eastern boundary of the site and from Airport Boulevard, which forms the southern boundary of the site, would be less impacted due to the reduced density and intensity of buildings in the southernmost portion of the Project site. SR 111 is located approximately 1,800 feet to the west of the site; however, this roadway is beyond a slight rise to the west of the site and is neither visible from the proposed Project site nor does it provide unobstructed views into the site.

The proposed Project would also install an electronic billboard on site. The sign would be oriented directly towards the view path of vehicles traveling along SR 86; therefore, a significant operational impact may occur as a result of the introduction of new signage that is visible to the traveling public on currently vacant land. The proposed billboard is estimated to be at a height of 44 feet, which is an appropriate scale for signage in the Project area, in terms of avoiding blocking distant views of scenic resources. There are already multiple existing similar electronic billboards along SR 86 and I-10 within the Project vicinity and throughout the Coachella Valley, and development of the proposed billboard would be consistent in type and scale with other similar existing signage. The proposed billboard will be developed in accordance with all applicable Caltrans standards in the agency's Highway Design Manual related to billboards along state highways, as well as the provisions of Coachella Municipal Code Chapter 17.56, *Signs*, relative to signage design.

The site is located approximately two (2) miles to the west and nine (9) miles to the east of the surrounding mountain ranges and existing views of these mountains are distant from the currently vacant parcel. Landscaping and vegetation associated with surrounding land uses, vehicular traffic on Grapefruit Boulevard and an active rail system to the west, highway signage and vehicular traffic along SR 86 to the east of the site, roadway and highway signage as well as existing light and utility poles, currently obstruct uninterrupted views of the already distant mountain ranges from the proposed Project site. While the proposed Project has the potential to obstruct the current views of these distant scenic vistas, the siting of the Project buildings on the site would be varied in height, size and distance from each other such that already distant and interrupted views of the surrounding mountains would still be visible between and over the buildings. Even with the height of the proposed buildings on the Project site, the surrounding mountains at their greater heights would still be visible from the site and surrounding areas.

In addition, the project design and elevations would comply with General Plan Policies 2.6, 2.7 and 7.4 in the City's Land Use + Community Character Element, and Policy 6.1 in the Sustainability + Natural Environment Element such that proposed Project architecture, building materials and landscaping would be required to be compatible with the area topography and views. Compliance with applicable General Plan policies would ensure that proposed Project architecture style, design and height reduce the proposed Project's impacts on existing views of nearby scenic vistas to less than significant levels.

Mitigation Measures

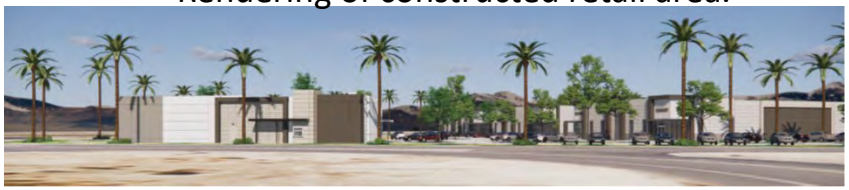
No mitigation is required.

Rendering of constructed Proejct site.

Three rendering of constructed storage area component.

Rendering of Project gas station

Rendering of constructed retail area.



Rendering of constructed retail area.

Conceptual Project Rendering

Coachella Airport Business Park

Exhibit

4.1-4

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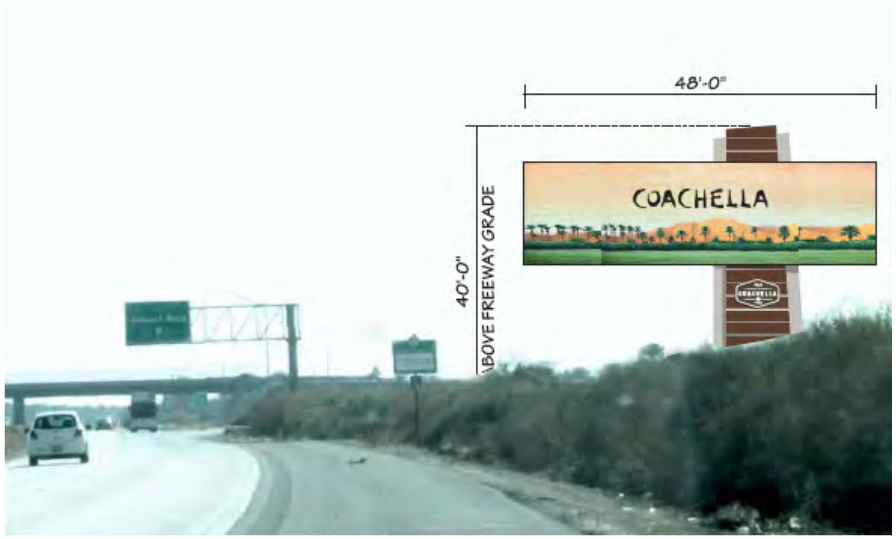
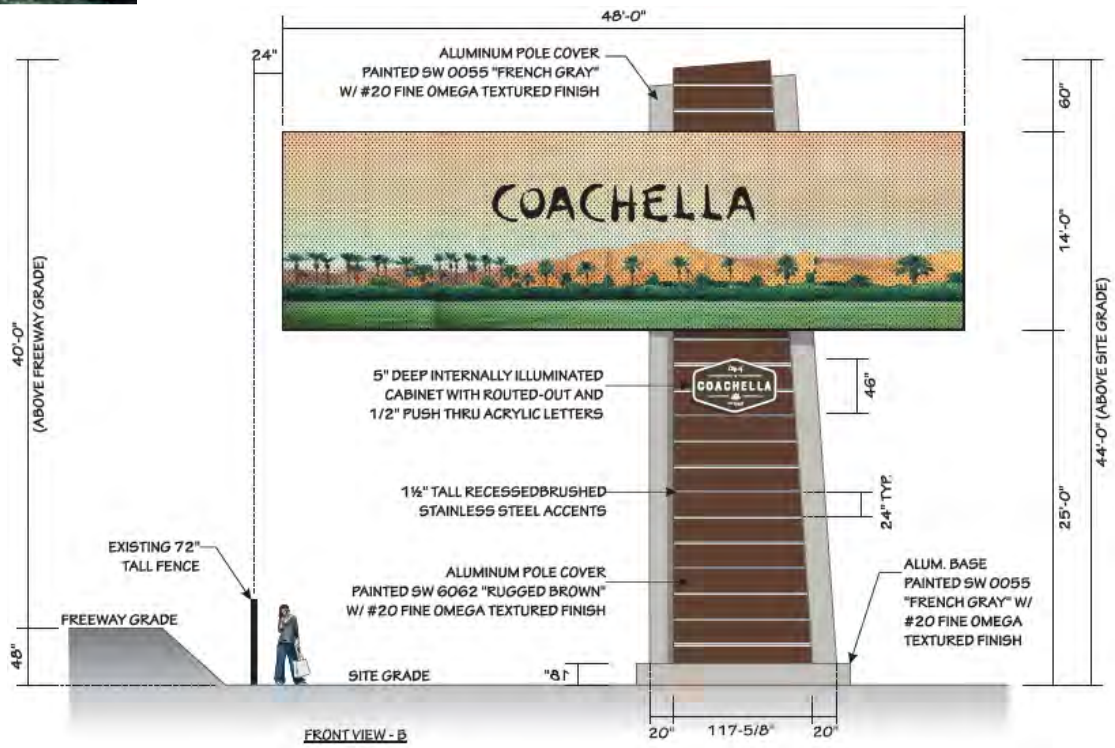


Conceptual Project sign freeway view.

Conceptual rendering of Project Sign including dimensions of the sign.



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Not to Scale

Project Site View-sheds

Coachella Business Development

Exhibit

4.1-6

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Impact 4.1.2 Implementation of the proposed Project would not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway (No Impact).

Although the proposed Project site had been in agricultural use in the early 1900s, the site is currently vacant and there are no historic buildings located on the site. Trees are sparse and located primarily in the northern and northwestern portions of the site. Similarly, small rock deposits from previous uses are scattered throughout the site along with low shrub and bush coverage.

The Project site is not located within or in proximity to any officially designated State scenic highways as identified by Caltrans (California State Scenic Highway Map; 2023). The closest eligible State scenic highway is a portion of SR 111 located approximately 6.3 miles southeast of the Project site, in the community of Mecca. Therefore, there would be no impact on any scenic resources within or near a State scenic highway.

Mitigation Measures

No mitigation is required.

Impact 4.1.3 Implementation of the proposed Project, although located in a non-urbanized area of the City of Coachella, would not substantially degrade the existing visual character or quality of public views of the site and its surroundings (Public views are those that are experienced from publicly accessible vantage point) (Less than Significant Impact).

The proposed Project site is currently vacant and located in a non-urbanized area of the City and is primarily surrounded by agricultural uses to the east and south, vacant land and sparse multi-family residential as well as light industrial uses to the south and west, and primarily vacant land to the north. SR 86 follows the eastern boundary of the site and the CVSC passes along the western portion of the site, with light poles and some industrial properties; railroad tracks and SR 111 lie to the west of these industrial structures. Public views into the site are located off SR 86 and Airport Boulevard, which are immediately adjacent to the site's eastern and southern boundaries, respectively. SR 111 is located approximately 1,800 feet to the west of the site; however, this roadway is beyond a slight rise to the west of the site and is neither visible from the proposed Project site nor does it provide unobstructed views into the site. Views into the site from these surrounding roadways are that of a vacant parcel with uneven surface soils and scattered low bush vegetation.

Current views of the site from SR 86 are of open spaces with limited vegetation. The proposed Project would add tall buildings and landscaping that have the potential to replace existing views of undeveloped and open land. However, the proposed Project includes high quality and climate-appropriate architecture, building materials and landscaping, consistent with General Plan Policies 2.5 through 2.7. Moreover, the proposed Project buildings have been architecturally designed so as to integrate the design styles that exist in the City and greater Coachella Valley region. All site development has integrated the City's design and architectural guidelines including desert colors, variation in roof elevations, dimensional wall shapes and material types and textures. This would ensure that the proposed Project provides the architectural diversity consistent with the City's Policy 2.6 and with this general area of the City and Riverside County. Accordingly, development of the currently vacant site with the proposed Project would not substantially degrade the existing visual character or quality of the site.

In addition, proposed Project design would comply with the City of Coachella 2035 General Plan Update policies in the City's Land Use + Community Character Element 2.5, 2.6, and 2.7, which provide guidance on diversity and type of architectural design and construction materials related to the environment in and around the City

and that the City would like to see under future development. Policy 7.4 would require the architectural design of the proposed Project to be compatible with surrounding uses. The proposed Project would include a "step back" design feature in that smaller and lower buildings would be located towards the south end of the property, with larger and taller buildings located to the north end of the site. Proposed Project design would be developed in accordance to General Plan Sustainability + Natural Environment Element Policy 1.6 in terms of the use of building materials more suitable to the arid environment of the Coachella Valley, as well as Policies 6.1 and 6.2 which would ensure diversity in building location so as not to entirely block views of the mountains in the distance, and by setting the proposed Project billboard as far internal to the site's eastern border as to be visible from SR 86 yet minimize view corridors. The billboard would not include any animation so as to distract drivers along the SR 86 and would be designed in accordance with the requirements set forth under the Caltrans Highway Design Manual, which provides policies and procedures for signage along State highways. Although views of the Project site will be different than its current, vacant condition, public views of the site would be fleeting and limited to those vehicles stopped at the traffic signal at the on/off ramp for SR 86 at Airport Boulevard. Development of the site with high-quality architecture, building materials, and landscaping that is consistent with the City's General Plan policies is not considered a degradation of the visual character or quality of the site because the site is currently characterized as a vacant parcel with scattered vegetation, broken fencing and random advertising signs; there are no appealing visual qualities of the site. The proposed Project would be required to comply with General Plan Policies 1.6, 2.5, 2.6, 2.7, 6.1, 6.2 and 7.4 as discussed above, which would ensure that site buildings and landscaping add visual attraction to an underutilized, disturbed and vacant parcel. Accordingly, the Project would have less than significant impacts to existing public views of the site and its surroundings, and no mitigation is required.

Mitigation Measures

No mitigation is required.

Impact 4.1.4 Implementation of the proposed Project would not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area (Less Than Significant Impact with Mitigation Incorporated).

The proposed Project site is currently vacant with scattered shrubs and bush coverage over a major portion of the site. Some tree coverage is located along the western and northern sides of the property. In its present condition, the site does not generate any light and glare sources from the property. However, vehicles travelling along SR 86 to the east and Airport Boulevard to the south, along with a multi-family mobile home development to the south of the Project property do generate sources of daytime glare and nighttime lighting in the immediate vicinity of the site. Implementation of the proposed Project has the potential to generate new sources of daytime glare and nighttime lighting onto and from the Project site from the following sources: glass interposed facades; lighting around and interior to the proposed buildings; internal vehicular circulation; security, walkway and street lighting; signage; and an on-site freeway-oriented electronic billboard that would be visible along SR 86.

Construction Impacts

The proposed Project would be implemented in three (3) phases of construction following Project approval by the City. Graded surfaces, disturbance and stockpiling of soils, construction materials, equipment, and truck traffic would be visible from SR 86 and Airport Boulevard during the construction period. Although daytime construction-related activities are temporary in nature, the constant movement of construction vehicles and equipment may result in short-term light and glare impacts to the existing residential uses to the south and the scattered industrial uses to the west of the site. The Project would adhere to the City's construction hour

limitations and no nighttime construction would occur. However, there would be nighttime security lighting onsite, which would introduce a new source of nighttime lighting in the Project vicinity on currently vacant land and may result in a significant impact to surrounding receptors. Therefore, in order to minimize any potential light/glare impacts to sensitive uses, mitigation is required. Specifically, as provided for in Mitigation Measures AES-1 and AES-2, construction equipment staging and stockpile areas would be situated on the central and western portions of the Project site, away from Airport Boulevard and the neighboring existing residential uses, and all construction-related lighting would be down-directed toward the work areas and oriented away from adjacent uses and would consist of the minimal wattage necessary to provide safety at the construction site. Therefore, the Project would be required to implement Mitigation Measures AES-1 and AES-2 to reduce the significance of the Project's construction-related light and glare impacts to a less than significant level.

Operational Impacts

Under long-term proposed Project operations, the Project would introduce new sources of daytime glare and nighttime lighting onto the Project site because the site would be converted from its existing vacant use. As such, there is potential for light originating from the Project site spilling over onto adjacent properties or roadways, including existing residential uses to the south and the industrial and commercial uses to the west of the proposed Project site, which could result in daytime glare and nighttime lighting impacts as described below.

Daytime Glare

Potential sources of daytime glare would be from development and associated parking areas that contain reflective materials such as glass, highly-polished surfaces, and expanses of pavement. Impacts associated with glare range from simple nuisance to potentially dangerous situations (i.e., if glare is directed into the eyes of motorists). However, exterior paint colors and materials used to construct the proposed Project would be non-reflective and there are no exposed metal or other materials proposed that could result in a substantial amount of glare.

Nighttime Lighting

Potential sources of nighttime lighting would include outdoor sources such as lighting for entryways, walkways, security lighting, and vehicle headlights. Lighting would also occur within the interior of on-site structures. These nighttime lighting sources could result in impacts related to off-site spill or glare. Potential impacts associated with nighttime light spill include the potential to interfere with certain functions including vision, sleep, privacy, and general enjoyment of the natural nighttime condition. In addition, excessive or inappropriately directed lighting can adversely impact nighttime views by reducing the ability to see the night sky and stars.

Analysis and Conclusion

Project implementation may result in daytime glare and nighttime lighting impacts as described above. However, in accordance with City regulations and standards including the Coachella Municipal Code Chapters 16.28.150(L), *Improvements and Grading*, and Chapter 17.56.010(J)(2)(e), *Glare from Signs*, and lighting requirements in Chapter 17.60, *Development Standards,* all light sources in the site's parking areas, walkways and on the exterior of proposed buildings would be shielded downwards and use of building materials on the site would be required to minimize glare. As such, light spill would not be permitted to occur, and the Project's design features would maintain appropriate and safe lighting levels onsite while minimizing light and glare on adjacent properties.

In addition, the proposed Project would construct a freeway-oriented electronic billboard on-site. The proposed billboard would be located along the site's eastern boundary along SR 86 and would be visible to City residents and guests, and those traveling on SR 86. It is anticipated that illumination from the proposed electronic billboard would result in a new source of artificial light within the Project area; however, there are already multiple existing similar electronic billboards along SR 86 and I-10 within the Project vicinity and throughout the Coachella Valley, and development of the proposed billboard would be consistent in type and scale with other similar existing signage. The sign would be required to comply with Caltrans design requirements with regard to wattage and reflective nature of the sign structure. Specifically, Caltrans regulates the placement of outdoor advertising displays (including billboards) which are visible from California Highways. Permits from Caltrans are required, and these billboards must conform to the California Business and Professions Code (Outdoor Advertising Act) Section 5200 et seq. and Section 21466.5 of the Vehicle Code. These codes contain regulations for all billboards and specific regulations pertaining to "changeable electronic messages" (digital signs) regarding allowed location, proximity to other billboards (digital and traditional), frequency of message changes, illumination and prohibition of animation.

In addition, the proposed sign would be required to comply with the provisions of the Coachella Municipal Code Chapter 5.48, *Outdoor Advertising Signs*, and Chapter 17.56, *Signs*, relative to signage design, including lighting of electronic billboards. Specifically, signs must be illuminated subject to the following restrictions, per Section 5.48.070, Lighting:

> A. Signs which are not effectively shielded so as to prevent beams or rays from being directed at any portion of the traveled ways and are of such intensity or brilliance to cause glare or impair the vision of the driver of any motor vehicle or which otherwise interferes with any driver's operation of a motor vehicle are prohibited.
>
> B. No sign shall be so illuminated that it interferes with the effectiveness or obscures an official traffic sign, device or signal.

Per Chapter 17.56, *Sign*s, Section 17.56.010(F)(3), the proposed sign is also subject to the following special provisions:

> 3. Special Provisions.
>
> > a. Freeway and Expressway Signs for Commercial and Industrial Uses. Any commercial or industrial property which is located within one thousand (1,000) feet of the centerline of a freeway or expressway right-of-way may, as part of an approved sign program for the property, erect one freeway-oriented freestanding sign on the property in addition to those signs allowed under subsection F(1) and (2) of this section, under the following conditions:
> >
> > > i. A freestanding advertising sign is permitted with a maximum height of twenty-five (25) feet and a maximum size of one hundred seventy-five (175) square feet. (For freeway-oriented businesses, defined as those selling food, lodging, and automobile services, and for auto sales businesses, the maximum height is fifty-five (55) feet.)
> > >
> > > ii. A larger or higher freestanding sign is permitted for freeway-oriented businesses based on a flag test and the following conditions:
> > >
> > > > (A) The minimum size letter in the test of a sign shall be one foot in vertical or horizontal dimension, and the maximum size letter shall be three feet vertical or horizontal in dimension.
> > > >
> > > > (B) The text of the sign shall be limited to the name of the owner, name of the business, type of business, and hours and days of operation.

(C) Signs shall be visible a minimum of three-tenths mile from the point where the off-ramp leaves the freeway to serve the business concerned.

iii. No signs shall be erected that will obscure another sign when viewed from the freeway;

iv. No freeway-oriented sign shall be erected that will be closer than one hundred (100) feet from another freeway-oriented sign.

v. All freestanding signs shall have underground utility service.

vi. The flag test shall be observed by a member of the community development department and the required fee shall be paid prior to the test.

The proposed sign, given its location adjacent to SR 86 and the proposed uses within the Project site, would be considered a freeway-oriented sign. The proposed sign would be 44 feet above grade, and 40 feet above the freeway grade. This is well within the 55-foot height restriction imposed by the Coachella Municipal Code. Therefore, impacts resulting from the Project's long-term operation relative to the proposed electronic billboard sign would be less than significant.

Mitigation Measures

AES-1 The construction contractor shall locate construction equipment staging and stockpile areas on the central and western portions of the Project site, away from Airport Boulevard and the neighboring existing residential uses. Appropriate screening (i.e., temporary fencing with opaque material) shall be used to buffer views of construction equipment and material. The staging and stockpile locations shall be indicated on Grading Plans and shall be subject to approval by the City of Coachella Public Works Department prior to issuance of grading permits.

AES-2 The construction contractor shall locate and aim all construction-related nighttime security lighting away from adjacent uses, including both residential and non-residential areas neighboring the Project site. A construction safety lighting plan shall be submitted to the City of Coachella Public Works Department for review and approval prior to issuance of grading permits.

4.1.4 CUMULATIVE IMPACTS

Although aesthetic impacts are generally site-specific, impacts that may affect scenic vistas or recognized visual resources can influence a broader area. As discussed above, the Project is anticipated to have less than significant impacts to views from surrounding public locations and from the major roadways. Nearby projects within the City of Coachella and adjacent areas of unincorporated Riverside County are listed in Section 3.0, *Environmental Setting*. While such structures could impact views from surrounding locations, overall impacts related to aesthetics would be site specific and would not result in cumulatively significant aesthetic impacts. Furthermore, this cumulative development is already called for in the City's General Plan, and will require compliance with the same General Plan policies and requirements as the proposed Project, including the design guidelines related to sizing, heights and massing of buildings (as appropriate under each General Plan land use designation and Zoning District within the City) and other regulatory compliance discussed above. Therefore, and specifically to the standards limiting the height of development in the area, cumulative impacts related to scenic vistas would be less than cumulatively considerable.

Development of the proposed Project in conjunction with buildout in the City would result in an increase in residential, commercial, and industrial uses throughout the community. However, all new development in the City would be required to comply with the Zoning and General Plan requirements for each site. The proposed Project site and its immediate environs are designated for Industrial and Public Facility development; as such, other industrial buildings similar in mass and scale to the proposed Project could be proposed for the surrounding area. The City's Zoning and General Plan provide guidance and requirements for height, mass, scale and lighting of projects in the residential, multi-family, commercial and industrial districts. Since the proposed Project borders Riverside County to the south and west of the site, all future development to the south and west of the proposed Project would be required to comply with Riverside County requirements for building height, mass, architecture, landscaping, signage and lighting. The proposed Project would not contribute to a significant cumulative impact that would constitute a degradation of visual quality in the proposed Project vicinity as it would develop the currently-vacant site with a modern, well-designed and landscaped development that includes public open spaces and a circulation system. Furthermore, all cumulative projects would be subject to the same requirements as the proposed Project, such as the City's lighting and signage requirements under both Title 24 Guidelines and Coachella Municipal Code Chapter 17.56.010(F)(3), which address components of highway signage such as size, height, lighting, location (setback from highway rights-of way) proximity to other signs among other features. Also, any new signs proposed in proximity to Caltrans facilities would be required to comply with Caltrans design requirements with regard to wattage and reflective nature of the sign structure. Therefore, the proposed Project's contribution to cumulative impacts related to visual character and quality would be less than cumulatively considerable.

Buildout of cumulative development listed in Chapter 3.0, *Environmental Setting*, and of the General Plan would contribute to the overall level of nighttime illumination and glare in the proposed Project area since the proposed Project site and surroundings, as well as other undeveloped areas of the City, are primarily vacant desert lands with limited light and glare. Nighttime illumination would be anticipated to incrementally increase with these developments. However, the future projects are distributed throughout an area with a high degree of existing nighttime illumination and additional glow from these projects has been anticipated under the City of Coachella 2035 General Plan Update, which requires implementation of, and compliance with Polices 6.1 and 7.2 of the Sustainability + Natural Environment Element. Furthermore, all future projects would be subject to the same requirements as the proposed Project to minimize the effects of exterior lighting and glare. Compliance with all applicable City, County and Caltrans requirements as discussed above would reduce impacts from additional light and glare. Therefore, the Project's contribution to cumulative light and glare impacts would be less than cumulatively considerable.

This section describes the existing agricultural and forestry resources within the Project site, analyzes potential impacts related to such resources that may result from the implementation of the proposed Project, and identifies the appropriate City of Coachella 2035 General Plan Update policies that reduce any identified impacts.

4.2.1 SETTING

Regional

Agriculture is an important economic generator for the State of California, which is one of the leading agriculture producing states in the country. Riverside County is the leading agriculture producing county in southern California. The County's General Plan estimated approximately 1.9 million acres of farmland in Riverside County, and in 2020, there were 214,915 acres of agricultural use, excluding ranching, in the County. In 2015, the County had approximately 132,183 acres of Prime Farmland, 42,096 acres of Farmland of Statewide Importance, and 37,726 acres of Unique Farmland (Riverside County General Plan, 2015a). The agricultural sector continues to be a major source of employment and production of crops and livestock in the County.

Local

According to the City of Coachella 2035 General Plan Update EIR, as one of the primary land uses within the City, agricultural land accounted for approximately 11,000 acres of land in the City. Agricultural land classified as Land of Local Importance made up about half of the agricultural land in the City while the remainder was equally distributed as Prime Farmland, Unique Farmland, and Farmland of Statewide Importance. Relative to Williamson Act Contracts, there are approximately 900 acres of agricultural land under Williamson Act Contracts within the City.

The proposed Project site had been previously utilized for agricultural production from approximately 1953 to 1984. Although the proposed Project site is classified as Farmland of Local Importance under the City of Coachella 2035 General Plan Update, the site is currently vacant and not in use for any agricultural uses. However, lands to the east and northeast of SR 86 are currently in agricultural use and are designated Unique Farmland.

The proposed Project site is vacant with low shrub and sparse tree coverage. There are no forest lands or timber lands on or adjacent to the Project site.

4.2.2 REGULATORY FRAMEWORK

Federal

Forest and Timberland

The U.S. Forest Service (USFS) defines a forested area as "forest land" if it is at least one acre in size and at least 10 percent occupied by forest trees of any size or formerly having had such tree cover and not currently developed for non-forest use. Non-forest uses may include cropland, pasturelands, residential areas, and other land uses. Forest land includes transition zones which are those "areas located between heavily forested and non-forested lands that are at least 10 percent stocked with forest trees, and forest areas adjacent to urban and built-up lands." The majority of federal forest land is managed as the National Forest System.

"Timberland" is land owned by the federal government and designated by the State Board of Forestry and Fire Protection as experimental forest land, which is available for, and capable of, growing a crop of trees of a commercial species used to produce lumber and other forest products, including Christmas trees.

State

Williamson Act Contract Lands

The Williamson Act is a mechanism for cities and other local agencies to preserve agricultural lands in exchange for a reduction in property tax assessments. According to the California Department of Conservation (DOC), no Williamson Act contracts are active in the Project area nor on any of the adjacent properties.

California Department of Conservation Farmland Mapping and Monitoring Program

The California DOC Farmland Mapping and Monitoring Program (FMMP) was established in 1982 to track changes in agricultural land use and to help preserve areas of important farmland. It divides the State's farmland into different categories based on soil quality and existing agriculture, which are used to identify productive farmland and to analyze impacts on farmland. The various types of farmland identified by FMMP include Prime Farmland, Farmland of Statewide Importance, Unique Farmland, farmland of local importance, and grazing land, as described below. The highest rated important farmland is Prime Farmland.

Agricultural resources are classified by the California DOC as:

• Prime Farmland. Prime Farmland is land that is primarily utilized for the production of crops. It has the soil quality, growing season, and moisture needed to produce high yields of crops. Prime Farmland does not include publicly owned lands for which there is an adopted policy preventing agricultural use.

• Farmland of Statewide Importance. This is land other than Prime Farmland that has a combination of physical and chemical characteristics for the production of crops. Although similar to Prime Farmland, this classification of agricultural resources may also include land with greater slopes and less ability to capture and retain moisture. It is land that has been used for the production of irrigated crops at some time but does not include publicly owned lands for which there is an adopted policy preventing agricultural use.

• Unique Farmlands. Unique Farmland is land that does not meet the criteria for Prime Farmland or Farmland of Statewide Importance and that has been used for the production of specific flowers and fruits at some time since these areas have the special combination of soil quality, location, growing season, and moisture supply needed to produce high yields of a specific crops when treated and managed according to current farming methods.

• Farmland of Local Importance. Farmland of Local Importance is either currently producing crops or has the capability of producing crops and livestock. Farmland of Local Importance is land important to the local agricultural economy, as determined by each county in the State. The County of Riverside defines Farmland of Local Importance in Riverside County as farmlands that lack available irrigation water; lands used for the production of dryland crops such as barley, oats, and wheat; farmlands that produce major crops such as summer squash, okra, eggplant, radishes, and watermelons on irrigated lands; dairylands, including corrals, pasture, milking facilities, hay, and manure storage areas.

• Grazing Land. Grazing Land are areas with existing vegetation, whether grown naturally or through management, that are suitable for grazing or browsing of livestock.

• Urban and Built-up Land: Urban and Built-up Land is land typically used for residential, industrial, commercial, construction, institutional, or public services and utilities.

• Other Land: Land not included in any of the other mapping categories such as rural residential, livestock, brush, timber, wetland, riparian areas and water bodies smaller than 40 ac.

• Water: Water areas with an extent of at least 40 ac.

• Land Committed to Nonagricultural Use: This typically represents existing farmland and grazing land and vacant areas that may be utilized for urban development, permanent infrastructure installation, expansion of public utilities and so on.

Timberland

Sections 51112 or 51113 (h) of the California Public Resources Code defines “Timberland Production Zone" (TPZ) as land used for growing and harvesting timber and compatible uses.

Section 12220(g) of the California Public Resources Code defines forest land as land that can support 10 percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits.

Local

City of Coachella 2035 General Plan Update

Although the City of Coachella 2035 General Plan Update includes goals and policies related to agricultural resources and agricultural lands, none of these are applicable to the proposed Project since the site is vacant and designated for industrial development.

4.2.3 IMPACT ANALYSIS

Thresholds of Significance

The impact analysis provided below is based on the following State CEQA Guidelines Appendix G thresholds of significance. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California DOC as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state’s inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Agricultural and forestry impacts are considered to be significant if implementation of the proposed Project considered would:

- Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use;
- Conflict with existing zoning for agricultural use, or a Williamson Act contract;
- Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?
- Result in the loss of forest land or conversion of forest land to non-forest use; or
- Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use.

Methodology

Evaluation of potential impacts to agricultural resources under the proposed Project was based primarily on information gathered from the California DOC and the City of Coachella 2035 General Plan Update EIR. A detailed list of resources used in the completion of the analysis in this section can be found under References located at the end of the section.

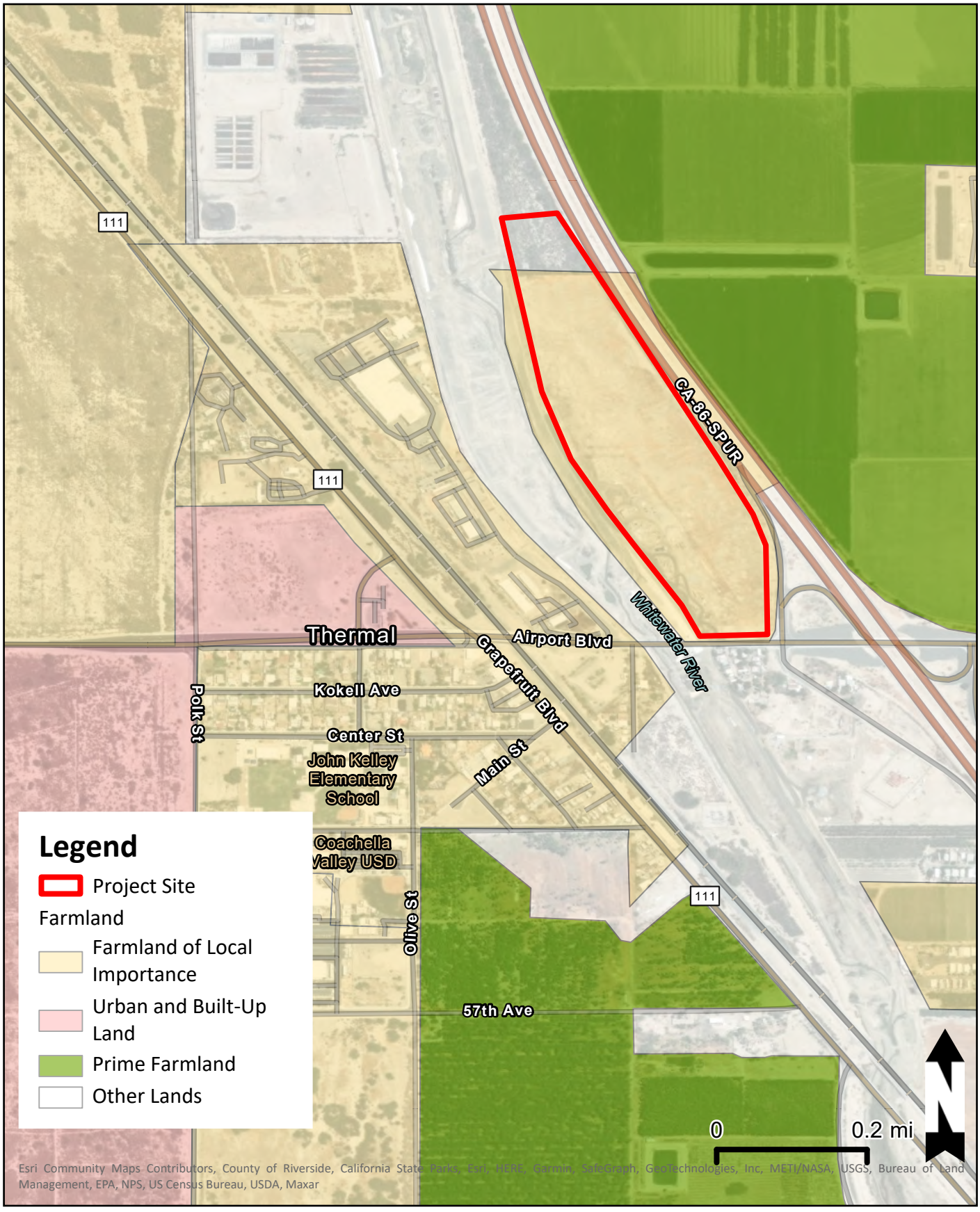
Impacts

Impact 4.2.1 Implementation of the proposed Project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), to non-agricultural use (***No Impact***).

According to the California DOC's FMMP, and as shown in Exhibit 4.2-1, *Farmlands,* the Project site is designated as Farmland of Local Importance, and not Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. Although the proposed Project site had been previously utilized for agricultural production from approximately 1953 to 1984, the Project site is currently undeveloped and vacant. Located in the southern portion of the City, the Project site is designated as part of an Industrial District under the City of Coachella 2035 General Plan Update designation and is zoned for M-H: Heavy Industrial uses (City of Coachella 2035 General Plan Update EIR 2014). Therefore, implementation of the proposed Project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), to non-agricultural uses and there would be no impact.

Mitigation Measures

No mitigation is required.



Farmlands

Coachella Business Park Development

Exhibit

4.2-1

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Impact 4.2.2 Implementation of the proposed Project would not conflict with existing zoning for agricultural use, or a Williamson Act contract (No Impact).

The Williamson Act, also known as the California Land Conservation Act of 1965, allows local governments and private landowners to form contracts that restrict specific parcels of land to agricultural or related open space use. According to the City of Coachella 2035 General Plan Update EIR, there are approximately 900 acres of land under Williamson Act Contracts (WACs) and 1,400 acres of land under WACs that have not been renewed and are set to expire. The proposed Project site is not located on or adjacent to any land subject to a WAC. Moreover, the project site is zoned for industrial use and is not adjacent to property zoned for agricultural use. Therefore, the proposed Project would not conflict with existing zoning for agricultural use or a WAC and there would be no impact.

Mitigation Measures

No mitigation is required.

Impact 4.2.3 Implementation of the proposed Project would not conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (No Impact).

The City of Coachella 2035 General Plan Update does not include Forest Land or Timberland designations or uses within the City limits or its Sphere of Influence (SOI). With its location with the desert climate of the Coachella Valley, the City does not support or contain any forest land or timberland. Similarly, the proposed Project site does not contain any timberland or forest land, nor is it zoned for timberland production. Therefore, the proposed Project would not conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned for Timberland Production, and there would be no impact.

Mitigation Measures

No mitigation is required.

Impact 4.2.4 Implementation of the proposed Project would not result in conversion of forest land to non-forest use (No Impact).

The proposed Project would not involve changes in the existing environment that would result in conversion of forest land, since, as described in Impact 4.2.3, there are no Forest or Timberland designations in the City.

Mitigation Measures

No mitigation is required.

Impact 4.2.5 Implementation of the proposed Project would not involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use (No Impact).

Refer to Impacts 4.2.1 through 4.2.4, above. As discussed, no conversion to non-agricultural use or conversion of forest land to non-forest use would occur with the Project.

Mitigation Measures

No mitigation is required.

4.2.4 CUMULATIVE IMPACTS

Cumulative development within the City of Coachella and adjacent areas of unincorporated Riverside County has the potential to convert existing agricultural lands to non-agricultural uses, thereby leading to a loss of agricultural land within the City, its SOI, and Riverside County. According to the California DOC FMMP and the City of Coachella 2035 General Plan Update EIR, the City of Coachella has approximately 5,000 acres of land classified as Prime Farmland, Unique Farmland, Farmland of Statewide Importance and Land of Local Importance. Future development in the City and adjacent areas of unincorporated Riverside County has the potential to convert some of this land from agricultural production to urban development, leading to a substantial loss of farmland. The City of Coachella 2035 General Plan Update policies and the City's agricultural reserve areas will apply to agricultural lands as projects are proposed on these properties, and the impacts of these projects on agriculture will be assessed as those projects occur. However, the proposed Project will have no cumulative impact on the conversion of agricultural lands in the City or adjacent areas of unincorporated Riverside County, because the Project site is designated for industrial uses. Therefore, the Project would not contribute to any significant cumulative impacts related to agricultural resources.

This section describes the existing air quality for the proposed Project site and of the Salton Sea Air Basin (SSAB), identifies relevant City of Coachella 2035 General Plan Update policies that reduce any identified impacts and evaluates potential impacts to air quality from development facilitated by the proposed Project. Where quantification was required, emissions were modeled using the California Emissions Estimator Model (CalEEMod) Version 2022.1.1.25. The information and analysis herein rely on the following investigations and documentation of the air quality conditions of the Project site:

- *Coachella Airport Business Park Project, Air Quality, Energy, GHG Emissions, and HRA Impact Analysis* (AQ/Energy/GHG/HRA Analysis) prepared by Vista Environmental, dated June 2, 2025 (Appendix B).

4.3.1 SETTING

Regional Setting

The proposed Project is located within the SSAB, under jurisdiction of the South Coast Air Quality Management District (SCAQMD). The SSAB extends from the San Gorgonio Pass to the Mexico border and is bounded by the San Jacinto Mountains to the west and the eastern boundary of the Coachella Valley to the east.

The Coachella Valley is known for having a continental, desert-type climate, with hot summers, mild winters, and very little annual rainfall. Precipitation occurs mostly in the winter months from active frontal systems, and in the late summer months from thunderstorms. During the summer season, daytime temperatures in this area typically exceed 100 degrees Fahrenheit.

The Coachella Valley experiences rain erosion and water runoff due to winter rains which produce substantial deposits of gravel and sand throughout the majority of the Valley. During the spring months and at other times of the year, persistent and strong winds suspend and transport large quantities of sand and dust reducing visibility, damaging property, and constituting a significant health threat. This is sometimes referred as "blowsand", a form of larger particulate matter that can contribute to the production of the smaller PM10 (particulate matter with a diameter of 10 micrometers or smaller) particles in two ways: (1) by direct particle erosion and fragmentation as natural PM10, and (2) by secondary effects, as sand deposits on road surfaces that can be ground into PM by moving vehicles, and re-suspended in the air by those vehicles (manmade PM). SCAQMD has defined a Coachella Valley Blowsand Zone as the corridor of land extending two miles on either side of the Interstate 10 (I-10) Freeway, beginning at the State Route 111/I-10 junction and continuing southeast to the I-10/Jefferson Street interchange in the City of Indio.

Local Setting

The SCAQMD has designated the Coachella Valley as its own unique air monitoring area (Monitoring Area 30) and air contaminant data related to the proposed Project have been drawn from the closest monitoring stations. The Indio Station, which is located approximately six and a half (6.5) miles northwest of the Project site at 46990 Jackson Street, and the Palm Springs Station, which is located approximately 27.3 miles northwest of the Project site at 590 Racquet Club Avenue. Ozone (O3), particulate matter 2.5 (PM2.5), and PM10 were measured at the Indio Station and nitrogen dioxide (NO2), was measured at the Palm Springs Station.

The monitoring data is presented in Table 4.3-1, *Local Area Air Quality Monitoring Summary*, and shows the most recent three years of monitoring data from the California Air Resources Board (CARB). Carbon monoxide (CO) measurements have not been provided, since CO is currently in attainment in the SSAB and monitoring of CO within the SSAB ended on March 31, 2013.

Table 4.3-1: Local Area Air Quality Monitoring Summary

Pollutant (Standard)	Year[1]		
	2020	2021	2022
Ozone (O3): [1]			
Maximum 1-Hour Concentration (ppm)	0.097	0.099	0.072
Days > CAAQS (0.09 ppm)	**2**	**2**	0
Maximum 8-Hour Concentration (ppm)	0.084	0.078	0.069
Days > NAAQS (0.070 ppm)	**42**	**18**	0
Days > CAAQs (0.070 ppm)	**44**	**24**	0
Nitrogen Dioxide: [2]			
Maximum 1-Hour Concentration (ppb)	47.4	35.6	37.5
Days > NAAQS (100 ppb)	0	0	0
Days > CAAQS (180 ppb)	0	0	0
Inhalable Particulates (PM10) :[1]			
Maximum 24-Hour National Measurement (ug/m^3)	145.2	100.4	160.0
Days > NAAQS (150 ug/m^3)	0	0	**1**
Days > CAAQS (50 ug/m^3)	**2**	**5**	**2**
Annual Arithmetic Mean (AAM) (ug/m^3)	31.6	28.6	19.8
Annual > NAAQS (50 ug/m^3)	No	No	No
Annual > CAAQS (20 ug/m^3)	**Yes**	**Yes**	**Yes**
Ultra-Fine Particulates (PM2.5):[1]			
Maximum 24-Hour National Measurement (ug/m^3)	41.3	30.6	25.1
Days > NAAQS (35 ug/m^3)	**2**	0	0
Annual Arithmetic Mean (AAM) (ug/m^3)	11.6	8.1	ND
Annual > NAAQS and CAAQS (12 ug/m^3)	No	No	ND

Source: Vista Environmental, *Coachella Airport Business Park Project, Air Quality, Energy, GHG Emissions, and HRA Impact Analysis,* June 2, 2025, Table H.

Notes: Exceedances are listed in **bold.** CAAQS = California Ambient Air Quality Standard; NAAQS = National Ambient Air Quality Standard; ppm = parts per million; ppb = parts per billion; ND = no data available.

[1] Data obtained from the Indio Station.

[2] Data obtained from the Palm Springs Station.

Regional and Local Air Pollutants

Air pollutants are generally classified as either criteria pollutants or non-criteria pollutants. Federal ambient air quality standards have been established for criteria pollutants, whereas no ambient standards have been established for non-criteria pollutants. These standards, set by either the U.S. Environmental Protection Agency (USEPA) or the California Environmental Protection Agency (CalEPA), are the levels of air quality that are considered safe, with an adequate margin of safety, to protect public health and welfare.

The following air pollutants are collectively known as criteria air pollutants and are defined as pollutants for which established air quality standards have been adopted:

Criteria Pollutants and Ozone Precursors

Criteria pollutants typically consist of O3, nitrogen oxide (Nox), CO, sulfur oxide (SOx), lead (Pb), and PM. O3 precursors consist of NOx and volatile organic compounds (VOC). The USEPA regulates these by developing human health-based and/or environmentally-based criteria for setting permissible levels.

Nitrogen Oxides

Nitrogen oxides (NOx) are a group of highly reactive gases which contain nitrogen and oxygen. While most NOx are colorless and odorless, concentrations of NO2 can often be seen as a reddish-brown layer over many urban areas. NOx forms when fuel is burned at high temperatures, as in a combustion process. The primary manmade sources of NOx are motor vehicles, electric utilities, and other industrial, commercial, and residential sources that burn fuel, and acid aerosols. NOx and the pollutants formed from NOx can be transported over long distances, following the patterns of prevailing winds.

Ozone (O3)

O3 is created by a chemical reaction between NOx and volatile organic compounds (VOCs) in the presence of sunlight. Motor vehicle exhaust, industrial emissions, gasoline vapors, chemical solvents as well as natural sources emit NOx and VOC that help form O3. Sunlight and hot weather cause ground-level O3 to form with the greatest concentrations usually occurring downwind from urban areas. Ground-level O3 is the primary constituent of smog and is considered a respiratory irritant and an oxidant that increases susceptibility to respiratory infections and can cause substantial damage to vegetation and other materials.

Carbon Monoxide (CO)

CO is a colorless, odorless gas that is formed when carbon in fuel is not burned completely. It is a component of motor vehicle exhaust, which contributes approximately 56 percent of all CO emissions nationwide. Other sources of CO emissions include industrial processes (such as metals processing and chemical manufacturing), residential wood burning, and natural sources such as forest fires. Woodstoves, gas stoves, cigarette smoke, and unvented gas and kerosene space heaters are indoor sources of CO. The highest levels of CO in the outside air typically occur during the colder months of the year when inversion conditions are more frequent.

Since CO concentrations are strongly associated with motor vehicle emissions, high CO concentrations generally occur in the immediate vicinity of roadways with high traffic volumes and traffic congestion, active parking lots, and in automobile tunnels. Areas adjacent to heavily traveled and congested intersections are particularly susceptible to high CO concentrations.

Although CO is a general public health concern, its greatest threats are most serious for those who suffer from heart disease such as angina, clogged arteries, or congestive heart failure. For a person with heart disease, a single exposure to CO at low levels may cause chest pain and reduce that person's ability to exercise; repeated

exposures may contribute to other cardiovascular effects. High levels of CO can affect even healthy people. At extremely high levels, CO is poisonous and can cause death.

Sulfur Oxides

Sulfur oxide (SOx) gases are formed when fuel containing sulfur, such as coal and oil is burned, as well as from the refining of gasoline. SOx dissolves easily in water vapor to form acid and interacts with other gases and particles in the air to form sulfates and other products that can be harmful to people and the environment. Exposure to SOx gases can cause respiratory symptoms (bronchoconstriction, wheezing or shortness of breath) during exercise or physical activity in persons with asthma and cause possible allergic sensitization, airway inflammation, and asthma development.

Lead (Pb)

Pb is a metal found naturally in the environment as well as manufactured products. The major sources of Pb emissions have historically been motor vehicles and industrial sources. High levels of Pb in the air are typically only found near lead smelters, waste incinerators, utilities, and lead-acid battery manufacturers. Exposure of fetuses, infants and children to low levels of Pb can adversely affect the development and function of the central nervous system, leading to learning disorders, distractibility, and other health issues. In adults, increased Pb levels are associated with increased blood pressure.

Particulate Matter (PM)

PM is the term for a mixture of solid particles and liquid droplets found in the air, as well as acids (such as nitrates and sulfates), organic chemicals, metals, and soil particles. The size of particles is directly linked to their potential for causing health problems. PM10 (also known as Respirable PM) are the particles that generally pass through the throat and nose and enter the lungs. Once inhaled, these particles can affect the heart and lungs and cause serious health effects. Particles that are less than 2.5 micrometers in diameter (PM2.5), known as Fine PM, have been designated as a subset of PM10 due to their increased negative health impacts and its ability to remain suspended in the air longer and travel further.

Volatile Organic Compounds (VOC)

Hydrocarbons are organic gases that are formed from hydrogen and carbon and sometimes other elements. Hydrocarbons that contribute to formation of O3 are referred to and regulated as VOCs (also referred to as reactive organic gases). Combustion engine exhaust, oil refineries, and fossil-fueled power plants, evaporation from petroleum fuels, solvents, dry cleaning solutions, and paint are the sources of hydrocarbons. VOC is not classified as a criteria pollutant, since VOCs by themselves are not a known source of adverse health effects. The primary health effects of VOCs result from the formation of O3 and its related health effects. Carcinogenic forms of hydrocarbons, such as benzene, are considered toxic air contaminants (TACs).

Other Pollutants of Concern

Toxic Air Contaminants (TACs)

In addition to the above-listed criteria pollutants, TACs are another group of air pollutants of concern. TAC is a term that is defined under the California Clean Air Act and consists of the same substances that are defined as Hazardous Air Pollutants (HAPs) in the Federal Clean Air Act. There are over 700 hundred different types of TACs with varying degrees of toxicity. Sources of TACs include industrial processes such as petroleum refining and chrome plating operations, commercial operations such as gasoline stations and dry cleaners, and motor vehicle exhaust which result in the release of diesel particulate matter (DPM). Cars and trucks release at least 40 different TACs. The most important of these TACs, in terms of health risk, are diesel particulates, benzene, formaldehyde, 1,3-butadiene, and acetaldehyde. Public exposure to TACs can result from emissions from normal operations as well as from accidental releases. Health effects of TACs include cancer, birth defects, neurological damage, and death.

TACs are less pervasive in the urban atmosphere than criteria air pollutants, however they are linked to short-term (acute) or long-term (chronic or carcinogenic) adverse human health effects. There are hundreds of different types of TACs with varying degrees of toxicity. Exposure to DPM is a health hazard, particularly to children whose lungs are still developing and the elderly who may have other serious health problems. Overall, diesel engine emissions are responsible for the majority of California's potential airborne cancer risk from combustion sources.

Sensitive Receptors

The nearest sensitive receptors that may be impacted by the proposed Project are mobile homes located across Airport Boulevard as near as 50 feet to the south of the Project site. There are also single- and multi-family homes located on both sides of Orange Street (approximately 700 feet to the southwest).

4.3.2 REGULATORY FRAMEWORK

Federal

Clean Air Act

The Federal Clean Air Act of 1970 (CAA) was enacted to protect and improve the nation's air quality and has been amended numerous times since. The CAA establishes federal air quality standards (National Ambient Air Quality Standards (NAAQS)) for criteria air pollutants: O3, CO, NOx, sulfur dioxide (SO2), PM10, PM2.5, and Pb, and specifies dates for achieving compliance. The CAA also mandates the preparation, approval, and enactment of State Implementation Plans (SIPs) for local areas not meeting these standards. SIPs must include pollution control measures that demonstrate how the standards will be met.

The 1990 amendments to the CAA that identify specific emission reduction goals for areas not meeting the NAAQS require a demonstration of reasonable further progress toward attainment and incorporate additional sanctions for failure to attain or to meet interim milestones. The sections of the CAA most relevant to the proposed development include Title I (Non-Attainment Provisions) and Title II (Mobile Source Provisions). Title I provisions were established with the goal of attaining the NAAQS for the following criteria pollutants: O3, NO2, SO2, PM10, CO, PM2.5, and Pb. The NAAQS were amended in July 1997 to include an additional standard for O3 and to adopt a NAAQS for PM2.5. Mobile source emissions from cars and trucks are regulated in accordance with Title II provisions that require the use of cleaner burning fuels. Automobile manufacturers are also required to reduce tailpipe emissions of hydrocarbons and NOx, which is a collective term that includes all forms of nitrogen oxides emitted as byproducts of the combustion process.

United States Environmental Protection Agency

The USEPA is responsible for establishing the NAAQS and enforcing the federal Clean Air Act (CAA). The USEPA also regulates emission sources that are under the exclusive authority of the federal government, such as aircraft, certain types of ships, and locomotives.

The EPA and the CARB designate air basins where ambient air quality standards are exceeded as "nonattainment" areas. If standards are met, the area is designated as an "attainment" area. If there is inadequate or inconclusive data to make a definitive attainment designation, they are considered "unclassified." National nonattainment areas are further designated as marginal, moderate, serious, severe, or extreme as a function of deviation from standards. Each standard has a different definition, or 'form' of what constitutes attainment, based on specific air quality statistics. For example, the Federal 8-hour CO standard is not to be exceeded more than once per year; therefore, an area is in attainment of the CO standard if no more than one 8-hour ambient air monitoring values exceeds the threshold per year. In contrast, the Federal annual PM2.5 standard is met if the three-year average of the annual average PM2.5 concentration is less than or equal to the standard.

National Ambient Air Quality Standards

The CAA Amendment of 1971 established the NAAQS, which specify the levels of air pollutants considered safe, with an adequate margin of safety, to protect public health and welfare. The NAAQS were designed with the flexibility to allow states the option to adopt more stringent standards or to include other pollution species. The NAAQS are designed to protect those "sensitive receptors" most susceptible to respiratory distress, such as asthmatics, the elderly, very young children, people already weakened by other disease or illness, and persons engaged in strenuous work or exercise. Healthy adults can tolerate occasional exposure to air pollutant concentrations considerably above these minimum standards before adverse health effects are observed.

The EPA is responsible for setting and enforcing the NAAQS for atmospheric pollutants. It regulates emission sources that are under the exclusive authority of the federal government, such as aircraft, ships, and certain locomotives. NAAQS pollutants were identified using medical evidence and are shown below in Table 4.3-2, *State and Federal Criteria Pollutant Standards*.

Table 4.3-2: State and Federal Criteria Pollutant Standards

Air Pollutant	Concentration / Averaging Time		Most Relevant Effects
	California Standards	Federal Primary Standards	
Ozone (O_3)	0.09 ppm / 1-hour 0.07 ppm / 8-hour	0.070 ppm, / 8-hour	a) Pulmonary function decrements and localized lung injury in humans and animals; (b) asthma exacerbation; (c) chronic obstructive pulmonary disease (COPD) exacerbation; (d) respiratory infection; (e) increased school absences, and hospital admissions and emergency department (ED) visits for combined respiratory diseases; (e) increased mortality; (f) possible metabolic effects. Vegetation damage; property damage
Carbon Monoxide (CO)	20.0 ppm / 1-hour 9.0 ppm / 8-hour	35.0 ppm / 1-hour 9.0 ppm / 8-hour	Visibility reduction (a) Aggravation of angina pectoris and other aspects of coronary heart disease; (b) decreased exercise tolerance in persons with peripheral vascular disease and lung disease; (c) possible impairment of central nervous system functions; (d) possible increased risk to fetuses; (f) possible increased risk of pulmonary disease; (g) possible emergency department visits for respiratory diseases overall and visits for asthma.
Nitrogen Dioxide (NO_2)	0.18 ppm / 1-hour 0.030 ppm / annual	100 ppb / 1-hour 0.053 ppm / annual	Short-term (a) asthma exacerbations (“asthma attacks”) Long-term (a) asthma development; (b) higher risk of all-cause, cardiovascular, and respiratory mortality. Both short and long term NO2 exposure is also associated with COPD risk. Potential impacts on cardiovascular health, mortality and cancer, aggravate chronic respiratory disease. Contribution to atmospheric discoloration
Sulfur Dioxide (SO_2)	0.25 ppm / 1-hour 0.04 ppm / 24-hour	75 ppb / 1-hour	Respiratory symptoms (bronchoconstriction, possible wheezing or shortness of breath) during exercise or physical activity in persons with asthma. Possible allergic sensitization, airway inflammation, asthma development.
Respirable Particulate Matter (PM_{10})	50 µg/m^3 / 24-hour 20 µg/m^3 / annual	150 µg/m^3 / 24-hour	Short -term (a) increase in mortality rates; (b) increase in respiratory infections; (c) increase in number and severity of asthma attacks; (d) COPD exacerbation; (e) increase in combined respiratory-diseases and number of hospital admissions; (f) increased mortality due to cardiovascular or respiratory diseases; (g) increase in hospital admissions for acute respiratory conditions; (h) increase in school absences; (i) increase in lost work days; (j) decrease in respiratory function in children; (k) increase medication use in children and adults with asthma. Long-term (a) reduced lung function growth in children; (b) changes in lung development; (c) development of asthma in children; (d) increased risk of cardiovascular diseases; (e) increased total mortality from lung cancer; (f) increased risk of premature death. Possible link to metabolic, nervous system, and reproductive and developmental effects for short-term and long-term exposure to PM2.5.
Suspended Particulate Matter ($PM_{2.5}$)	12 µg/m^3 / annual	35 µg/m^3 / 24-hour 12 µg/m^3 / annual	
Sulfates	25 µg/m^3 / 24-hour	No Federal Standards	(a) Decrease in lung function; (b) aggravation of asthmatic symptoms; (c) vegetation damage; (d) Degradation of visibility; (e) property damage
Lead (Pb)	1.5 µg/m^3 / 30-day	0.15 µg/m^3 /3-month rolling	(a) Learning disabilities; (b) impairment of blood formation and nerve function; (c) cardiovascular effects, including coronary heart disease and hypertension

Air Pollutant	Concentration / Averaging Time		Most Relevant Effects
	California Standards	Federal Primary Standards	
			Possible male reproductive system effects
Hydrogen Sulfide	0.03 ppm / 1-hour	No Federal Standards	Exposure to lower ambient concentrations above the standard may result in objectionable odor and may be accompanied by symptoms such as headaches, nausea, dizziness, nasal irritation, cough, and shortness of breath

Source: Vista Environmental, *Coachella Airport Business Park Project, Air Quality, Energy, GHG Emissions, and HRA Impact Analysis,* June 2, 2025, Table D.

As part of its enforcement responsibilities, the USEPA requires each state with federal nonattainment areas to prepare and submit a State Implementation Plan (SIP) that demonstrates the means to attain the national standards. The SIP must integrate federal, state, and local components and regulations to identify specific measures to reduce pollution, using a combination of performance standards and market-based programs within the timeframe identified in the SIP. The CARB defines attainment as the category given to an area with no violations in the past three years. As indicated in Table 4.3-3, *National Ambient Air Quality Standards Attainment – Salton Sea Air Basin (Coachella Valley)*, the SSAB has been designated by EPA for the national standards as a non-attainment area for O3 and PM10. Currently, the SSAB is in attainment with the national ambient air quality standards for CO, NO_2, SO_2, PM2.5, and Pb.

Table 4.3-3: National Ambient Air Quality Standards Attainment – Salton Sea Air Basin (Coachella Valley)

Criteria Pollutant	Averaging Time	Designation[a]	Attainment Date[b]
O3	1979 1-Hour (0.12 ppm)	Attainment	11/15/2007 (attained 12/31/2013)
	2015 8-Hour (0.07 ppm)[d]	Nonattainment (Severe-15)	8/3/2033
	2008 8-Hour (0.075 ppm)[d]	Nonattainment (Severe-15)	7/20/2027
	1997 8-Hour (0.08 ppm)[d]	Nonattainment (Extreme)	6/15/2024
PM2.5[e]	2006 24-Hour (35 µg/m^3)	Unclassifiable/Attainment	N/A (attained)
	2012 Annual (12 µg/m^3)	Unclassifiable/Attainment	N/A (attained)
	1997 Annual (15 µg/m^3)	Unclassifiable/Attainment	N/A (attained)
PM10[f]	1987 24-Hour (150 µg/m^3)	Nonattainment (Serious)	12/31/2006
Pb	2008 3-Months Rolling (0.15 µg/m^3)	Unclassifiable/Attainment	Unclassifiable/ Attainment
CO	1971 1-Hour (35 ppm)	Unclassifiable/Attainment	N/A (attained)
	1971 8-Hour (9 ppm)	Unclassifiable/Attainment	N/A (attained)
NO_2[g]	2010 1-Hour (100 ppb)	Unclassifiable/Attainment	N/A (attained)
	1971 Annual (0.053 ppm)	Unclassifiable/Attainment	N/A (attained)
SO_2[h]	2010 1-Hour (75 ppb)	Unclassifiable/Attainment	N/A (attained)
	1971 24-Hour (0.14 ppm)	Unclassifiable/Attainment	Unclassifiable/ Attainment

Source: Vista Environmental, *Coachella Airport Business Park Project, Air Quality, Energy, GHG Emissions, and HRA Impact Analysis,* June 2, 2025, Table E.

Notes:

a) The USEPA often only declares Nonattainment areas; everywhere else is listed as Unclassifiable/Attainment or Unclassifiable.

b) A design value below the NAAQS for data through the full year or smog season prior to the attainment date is typically required for attainment demonstration.

c) The 1979 1-hour O3 NAAQS (0.12 ppm) was revoked, effective June 15, 2005; the Coachella Valley had not timely attained this standard by the 11/15/2007 "severe-17" deadline, based on 2005-2007 data; on 8/25/2014, a determination of attainment was based on 2011-2013 data. This rule was finalized by the USEPA on 4/15/2015.

d) The 2008 8-hour O3 NAAQS (0.075 ppm) was revised to 0.070 ppm, effective 12/28/20115 with classifications and implementation goals to be finalized by 10/1/2017; the 1997 8-hour O3 NAAQS (0.08 ppm) was revoked in the 2008 O3 implementation rule, effective 4/6/2015; there are continuing obligations under the revoked 1997 and revised 2008 O3 NAAQS until they are attained.

e) The attainment deadline for the 2006 24-Hour PM2.5 NAAQS was 12/31/15 for the former "moderate" classification; the EPA approved reclassification to "serious", effective 2/12/16 with an attainment deadline of 12/31/2019; the 2012 (proposal year) annual PM2.5 NAAQS was revised on 1/15/2013, effective 3/18/2013, from 15 to 12 µg/m^3; new annual designations were final 1/15/2015, effective 4/15/2015; on 7/25/2016 the EPA finalized a determination that the Basin attained the 1997 annual (15.0 µg/m^3) and 24-hour PM2.5 (65 µg/m^3) NAAQS, effective 8/24/2016.

f) The annual PM10 standard was revoked, effective 12/18/2006; the 24-hour PM10 NAAQS deadline was 12/31/2006; the Basin's Attainment Re-designation Request and PM10 Maintenance Plan was approved by the EPA on 6/26/2103, effective 7/26/2013.

g) New 1-hour NO_2 NAAQS became effective 8/2/2010, attainment designations 1/20/2012; annual NO_2 NAAQS retained.

h) The 1971 annual and 24-hour SO_2 NAAQS were revoked, effective 8/23/2010.

State

California Air Resources Board

The CARB, which is a part of the California EPA, is responsible for the coordination and administration of both federal and state air pollution control programs within California. In this capacity, the CARB conducts research, sets the California Ambient Air Quality Standards (CAAQS), compiles emission inventories, develops suggested control measures, provides oversight of local programs, and prepares the SIP. The CAAQS for criteria pollutants are shown in Table 4.3-4, *California Ambient Air Quality Standards Attainment – Salton Sea Air Basin (Coachella Valley)*. In addition, the CARB establishes emission standards for motor vehicles sold in California, consumer

products (e.g. hairspray, aerosol paints, and barbeque lighter fluid), and various types of commercial equipment. It also sets fuel specifications to further reduce vehicular emissions.

As indicated in Table 4.3-4, the SSAB has been designated by the CARB as a nonattainment area for O3 and PM-10. Currently, the SSAB is in attainment with the ambient air quality standards for CO, Pb, SO2, NO2, and sulfates and is unclassified/attainment for visibility reducing particles (PM2.5) and hydrogen sulfide.

Table 4.3-4: California Ambient Air Quality Standards Attainment – Salton Sea Air Basin (Coachella Valley)

Criteria Pollutant	Averaging Time	Level[a]	Designation[b]
O3	1-Hour	0.09 ppm	Nonattainment
	8-Hour	0.070 ppm	Nonattainment
PM2.5	Annual	12 µg/m^3	Unclassified/Attainment
PM10	24-Hour	50 µg/m^3	Nonattainment
	Annual	20 µg/m^3	Nonattainment
Pb	30-Day Average	1.5 µg/m^3	Attainment
CO	1-Hour	20 ppm	Attainment
	8-Hour	9.0 ppm	Attainment
NO_2	1-Hour	0.18 ppm	Attainment
	Annual	0.030	Attainment
SO_2	1-Hour	0.25 ppm	Attainment
	24-Hour	0.04 ppm	Attainment
Sulfates	24-Hour	25 µg/m^3	Attainment
Hydrogen Sulfide	1-Hour	0.03 ppm	Unclassified[c]

Source: Vista Environmental, *Coachella Airport Business Park Project, Air Quality, Energy, GHG Emissions, and HRA Impact Analysis,* June 2, 2025, Table F.

Notes:

a) CA State standards, or CAAQS, for O3, SO_2, NO_2, PM10 and PM2.5 are values not to be exceeded; Pb, sulfates and H_2S standards are values not to be equaled or exceeded; CAAQS are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.

b) CA State designations shown were updated by CARB in 2019, based on the 2016-2018 3-year period; stated designations are based on a 3-year data period after consideration of outliers and exceptional events.

c) The SCAQMD began monitoring H2S in the southeastern Coachella Valley in November 2013 due to odor events related to the Salton Sea; this area has not yet been classified, but nonattainment is anticipated for the H2S CAAQS in at least part of the Coachella Valley

The following lists the State of California Code of Regulations (CCR) air quality emission rules that are applicable, but not limited, to all warehouse projects in the State.

Assembly Bill 2588

The Air Toxics "Hot Spots" Information and Assessment Act (Assembly Bill [AB] 2588, 1987, Connelly) was enacted in 1987 as a means to establish a formal air toxics emission inventory risk quantification program. AB 2588, as amended, establishes a process that requires stationary sources to report the type and quantities of certain substances their facilities routinely release in California. The data is ranked by high, intermediate, and low categories, which are determined by: the potency, toxicity, quantity, volume, and proximity of the facility to nearby receptors.

CARB Regulation for In-Use Off-Road Diesel Vehicles

On July 26, 2007, the CARB adopted CCR Title 13, Article 4.8, Chapter 9, Section 2449 to reduce DPM and NOx emissions from in-use off-road heavy-duty diesel vehicles in California. Such vehicles are used in construction, mining, and industrial operations. The regulation limits idling to no more than five consecutive minutes, requires reporting and labeling, and requires disclosure of the regulation upon vehicle sale. Performance

requirements of the rule are based on a fleet's average NOx emissions, which can be met by replacing older vehicles with newer, cleaner vehicles or by applying exhaust retrofits. The regulation was amended in 2010 to delay the original timeline of the performance requirement making the first compliance deadline January 1, 2014, for large fleets (over 5,000 horsepower), 2017 for medium fleets (2,501-5,000 horsepower), and 2019 for small fleets (2,500 horsepower or less). Currently, no commercial operation in California may add any equipment to their fleet that has a Tier 0 or Tier 1 engine. It should be noted that commercial fleets may continue to use their existing Tier 0 and 1 equipment, if they can demonstrate that the average emissions from their entire fleet emissions meet the NOx emissions targets.

CARB Resolution 08-43 for On-Road Diesel Truck Fleets

On December 12, 2008, the CARB adopted Resolution 08-43, which limits NOx, PM10 and PM2.5 emissions from on-road diesel truck fleets that operate in California. On October 12, 2009, Executive Order R-09-010 was adopted that codified Resolution 08-43 into CCR Title 13, Section 2025. This regulation requires that by the year 2023 all commercial diesel trucks that operate in California meet model year 2010 (Tier 4 Final) or latter emission standards. This regulation also provides a few exemptions including a one-time per year 3-day pass for trucks registered outside of California. All on-road diesel trucks utilized during construction of the proposed Project will be required to comply with Resolution 08-43.

Regional

South Coast Air Quality Management District

The SCAQMD develops rules and regulations, establishes permitting requirements for stationary sources, inspects emission sources, and enforces such measures through educational programs or fines, when necessary. The SCAQMD is directly responsible for reducing emissions from stationary, mobile, and indirect sources. It has responded to this requirement by preparing a sequence of Air Quality Management Plans (AQMPs).

Air Quality Management Plan

On June 21, 2002, the SCAQMD adopted the 2002 Coachella Valley PM10 State Implementation Plan (CVSIP). The 2002 CVSIP included a request for extension of the PM10 deadline and met all applicable federal Clean Air Act requirements, including a Most Stringent Measures analysis, control measures, and attainment demonstration. USEPA approved the 2002 CVSIP on April 18, 2003. At the time of adoption, the AQMD committed to revising the 2002 CVSIP with the latest approved mobile source emissions estimates, planning assumptions and fugitive dust source emission estimates when they became available.

The 2003 CVSIP updates those elements of the 2002 CVSIP. The control strategies and control measure commitments have not been revised and remain the same as in the 2002 CVSIP. The 2003 CVSIP contains updated emissions inventories, emission budgets, and attainment modeling. It requests that USEPA replace the approved transportation conformity budgets in the 2002 CVSIP with those in the 2003 CVSIP. USEPA approved these budgets on March 25, 2004, with an effective date of April 9, 2004.

In May 2022, the SCAQMD completed the 2022 Draft AQMP. The 2022 Draft AQMP is focused on attaining the 2015 8-hour O3 standard (70 ppb) for the South Coast Air Basin and Coachella Valley. The Draft 2022 AQMP builds upon measures already in place from previous AQMPs. It also includes a variety of additional strategies such as regulation, accelerated deployment of available cleaner technologies (e.g., zero emission technologies, when cost-effective and feasible, and low NOx technologies in other applications), best management practices, co-benefits from existing programs (e.g., climate and energy efficiency), incentives, and other CAA measures

to achieve the 2015 8-hour O3 standard. The 2022 AQMP was adopted December 2, 2022, by the SCAQMD Governing Board. The 2022 AQMP was approved and adopted by CARB on January 26, 2023. The 2022 AQMP strategy includes the following:

- Wide adoption of zero emissions technologies anywhere available.
- Low NOx technologies where zero emissions are not feasible.
- Federal Action.
- Zero emissions technologies for residential and industrial sources such as water and space heaters in buildings and homes regionwide.
- Incentive funding in environmental justice areas.
- Prioritize benefits on the most disadvantaged communities.

SCAQMD Rules and Regulations

During construction and operation, the project must comply with applicable rules and regulations. The following are rules that the Project may be required to comply with, either directly or indirectly:

- Rule 201 Permit to Construct – Required for all facilities that need an Air Quality Permit to operate (i.e., gas stations);
- Rule 203 Permit to Operate - Required for all facilities that need an Air Quality Permit to operate (i.e., gas stations);
- Rule 402 Nuisance – Controls the emissions of odors and other air contaminants;
- Rule 403 Fugitive Dust (403.1 specific to the Coachella Valley as described below) – Controls the emissions of fugitive dust;
- Rule 461 Gasoline Dispensing Facilities – Controls gas station emissions;
- Rules 1108 and 1108.1 Cutback and Emulsified Asphalt – Controls the VOC content in asphalt;
- Rule 1113 Architectural Coatings – Controls the VOC content in paints and solvents; and
- Rule 1143 Paint Thinners – Controls the VOC content in paint thinners.

Coachella Valley Fugitive Dust Control (SCAQMD Rule 403.1)

The proposed Project would be subject to the provisions of SCAQMD Rule 403.1, which is a supplemental rule to Rule 403 and is applicable to man-made sources of fugitive dust in Coachella Valley. Coachella Municipal Code Section 8.20, *Fugitive Dust*, requires the Project to develop a Fugitive Dust Control Plan in accordance with the Coachella Valley Fugitive Dust Control Handbook (Handbook), in order to describe fugitive dust sources at the site and the corresponding control measures. The Handbook is the most recently approved reference document by the SCAQMD that includes a description of fugitive dust control measures, guidance for preparation of Fugitive Dust Control Plans, notification forms, signage provisions, and test methods.

Air Quality Guidance Documents

SCAQMD CEQA Handbook

Although the SCAQMD is responsible for regional air quality planning efforts, it does not have the authority to directly regulate air quality issues associated with plans and new development projects throughout the SCAB. Instead, this is controlled through local jurisdictions in accordance with CEQA. In order to assist local jurisdictions with air quality compliance issues the CEQA Air Quality Handbook (SCAQMD CEQA Handbook) prepared by the SCAQMD (1993) with the most current updates found at http://www.aqmd.gov/ceqa/hdbk.html, was developed in accordance with the projections and programs of

the AQMP. The purpose of the SCAQMD CEQA Handbook is to assist lead agencies, as well as consultants, project proponents, and other interested parties in evaluating a proposed project's potential air quality impacts. Specifically, the SCAQMD CEQA Handbook explains the procedures that the SCAQMD recommends be followed for the environmental review process required by CEQA. The SCAQMD CEQA Handbook provides direction on how to evaluate potential air quality impacts, how to determine whether these impacts are significant, and how to mitigate these impacts. SCAQMD is in the process of developing an "Air Quality Analysis Guidance Handbook" to replace the CEQA Air Quality Handbook approved by the AQMD Governing Board in 1993. The 1993 CEQA Air Quality Handbook is still available but not online. In addition, there are sections of the 1993 Handbook that are obsolete. In order to assist the CEQA practitioner in conducting an air quality analysis while the new Handbook is being prepared, supplemental information regarding: significance thresholds and analysis, emissions factors, cumulative impacts emissions analysis, and other useful subjects, are available at the SCAQMD website. The SCAQMD CEQA Handbook and supplemental information are used in this analysis.

Southern California Association of Governments (SCAG)

The SCAG is the regional planning agency for Los Angeles, Orange, Ventura, Riverside, San Bernardino and Imperial Counties and addresses regional issues relating to transportation, the economy, community development and the environment. SCAG is the Federally designated metropolitan planning organization (MPO) for the majority of the southern California region and is the largest MPO in the nation. With respect to air quality planning, SCAG has prepared the Regional Transportation Plan and Regional Transportation Improvement Plan (RTIP), which addresses regional development and growth forecasts. These plans form the basis for the land use and transportation components of the AQMP, which are used in the preparation of air quality forecasts and in the consistency, analysis included in the AQMP. The Regional Transportation Plan, Regional Transportation Improvement Plan, and AQMP are based on projections originating within the City and County General Plans.

On April 7, 2016, SCAG's Regional Council adopted the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS or Plan). The Plan is a long-range visioning plan that balances future mobility and housing needs with economic, environmental and public health goals. The Plan charts a course for closely integrating land use and transportation – so that the region can grow smartly and sustainably. It outlines more than $556.5 billion in transportation system investments through 2040. The Plan was prepared through a collaborative, continuous, and comprehensive process with input from local governments, county transportation commissions, tribal governments, non-profit organizations, businesses and local stakeholders within the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura. In June 2016, SCAG received its conformity determination from the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) indicating that all air quality conformity requirements for the 2016 RTP/SCS and associated 2015 FTIP Consistency Amendment through Amendment 15-12 have been met.

On September 3, 2020, SCAG's Regional Council unanimously voted to approve and fully adopt Connect SoCal (2020–2045 Regional Transportation Plan/Sustainable Communities Strategy), and the addendum to the Connect SoCal Program Environmental Impact Report. Connect SoCal is a long-range visioning plan that builds upon and expands land use and transportation strategies established over several planning cycles to increase mobility options and achieve a more sustainable growth pattern. Connect SoCal outlines more than $638 billion in transportation system investments through 2045. It was prepared through a collaborative, continuous, and comprehensive process with input from local governments, county transportation commissions, tribal governments, non-profit organizations, businesses and local stakeholders within the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura.

Local

City of Coachella 2035 General Plan Update

The Sustainability + Natural Environment Element of the City of Coachella 2035 General Plan Update includes the following policies related to air quality:

Goal 11. Air Quality. Healthy indoor and outdoor air quality through reduced, locally generated pollutant emissions.

- Policy 11.1 Sources of Pollutants. Minimize the creation of new sources of air pollutants within the City.
- Policy 11.3 Sensitive receptors. Prohibit the siting of land uses that adversely impact existing sensitive receptors, including schools, childcare centers, senior housing, and subsidized affordable housing. The minimum distance separating these uses should be 500 feet.
- Policy 11.4 Public transit. Ensure that, wherever feasible, public transit is a viable and attractive alternative to the use of single occupant motor vehicles.
- Policy 11.8 Construction-related emissions. Require construction activities, including on-site building and the transport of materials, to limit emissions and dust.
- Policy 11.9 Project mitigation. The City shall utilize the CEQA process to identify and mitigate potentially significant air quality impacts associated with new development.
- Policy 11.12 Indoor air quality. Require new development to meet the state's Green Building Code for indoor air quality performance.
- Policy 11.17 Deliveries. Encourage business owners to schedule deliveries at off-peak traffic periods.

Coachella Municipal Code

Coachella Municipal Code Section 8.20, *Fugitive Dust*, requires the project to develop a Fugitive Dust Control Plan in accordance with the Coachella Valley Fugitive Dust Control Handbook (Handbook), in order to describe fugitive dust sources at the site and the corresponding control measures. The Handbook is the most recently approved reference document by the SCAQMD that includes a description of fugitive dust control measures, guidance for preparation of Fugitive Dust Control Plans, notification forms, signage provisions, and test methods.

Coachella Municipal Code Chapter 5.68, *Commercial Cannabis Activity Regulatory Permit,* provides the City's regulations for indoor and interim outdoor cultivation, manufacture (including shared-use facilities), distribution, testing, and non-retail microbusinesses (including possession, processing, storing, and labeling incidental to such activity), including regulations relative to odors produced by cannabis cultivation and processing. Specifically, Section 5.68.040(P) requires cannabis projects to implement, "an odor control plan that describes the air treatment system or other methods that will be implemented to prevent odors generated by the commercial cannabis activity from being detected outside the building(s) on the premises. This section is not intended to prohibit the use of polyethylene plastic film, polycarbonate sheeting, and shade cloth fabrics for use in temporary greenhouses and temporary hoop houses as part of an approved "interim outdoor cannabis cultivation uses" allowed under Title 17."

Coachella Municipal Code Chapter 5.68.130, *Operating Standards*, (C) *Odor Control*, provide the specific project design features required to be implemented for cannabis cultivation and processing activities, as follows:

> A permittee shall comply with the odor control plan that is submitted during the application process and approved by the city manager. Commercial cannabis activity premises shall provide a sufficient

odor absorbing ventilation and exhaust system so that odor generated inside the building(s) that is distinctive to its operation is not detected outside the premises, anywhere on adjacent property or public rights-of-way, on or about any exterior or interior common area walkways, hallways, breezeways, foyers, lobby areas, or any other areas available for common use by tenants or the visiting public, or within any other unit located within the same building as the commercial cannabis activity. As such, applicants must install and maintain the following equipment or any other equipment which the city manager or designee determines has the same or better effectiveness:

1. An exhaust air filtration system with odor control that prevents internal odors from being emitted externally; or

2. An air system that creates negative air pressure between the cannabis facility's interior and exterior so that the odors generated inside the cannabis facility are not detectable outside the cannabis facility.

3. Should compliance with the odor control plan fail to properly control odor, the city manager may impose additional or modified plan restrictions.

4.3.3 IMPACT ANALYSIS

Thresholds of Significance

The impact analysis provided below is based on the following State CEQA Guidelines Appendix G thresholds of significance. Air quality impacts are considered to be significant if implementation of the proposed Project considered would:

- Conflict with or obstruct implementation of the applicable air quality plan;
- Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard;
- Expose sensitive receptors to substantial pollutant concentrations; or
- Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

Methodology

The air quality analysis, including the factors and reasoning for calculating construction and operational emissions, for the proposed Project was conducted based on criteria under CalEEMod (included in Appendix B of this DEIR). This technical analysis appraised the potential impacts to air quality associated with construction and operation of the proposed Project.

Proposed Project parameters serving as the basis for air emissions calculations involved with development included Large Warehouses, Small Warehouses, Small Business, Personal Vehicle Storage, Self-Storage, and Retail comprised of a Service Station/Mini Mart and Fast Food Restaurant with Drive-Thru. The site would also include onsite roads and driveways and parking lots and an IID substation to be located at the northern 5.6-acre portion of the site.

Construction Emission Factors

Construction of the proposed Project is anticipated to occur in multiple phases, however in order to provide a worst-case analysis, construction of the proposed Project was analyzed in one phase to be completed in 3.2 years. The construction-related GHG emissions were based on a 30-year amortization rate as recommended in the SCAQMD GHG Working Group meeting on November 19, 2009 (please see Section 4.8, *Greenhouse Gases*). The phases of construction activity include site preparation, grading, building construction, paving, and architectural coatings.

The approximate construction duration factors, measured in business days with 9 hours of operation, was modeled as site preparation occurring over six weeks; grading activities occurring over 15 weeks; 2 years and 9 months of building construction; 55 workdays of building coating (painting) phase as well as site paving. The application of architectural coatings was modeled as occurring concurrently with the final 55 workdays of the building construction phase. Typical construction equipment use was assumed to include the following, by construction phase, based on the CalEEMod default equipment mix using the building types, sizes and uses proposed for the Project:

- Site Preparation: three rubber-tired dozers, and four of either tractors, loaders, or backhoes.
- Grading: two excavators, one grader, two scrapers, one rubber-tired dozer, and two of either tractors, loaders, or backhoes. In order to account for the amount of dirt being moved onsite, an additional two scrapers were added to the default grading equipment list for a total of four scrapers.
- Building Construction: one crane, three forklifts, one generator, one welder, and three of either tractors, loaders, or backhoes.
- Paving: two pavers, two paving equipment, and two rollers.
- Architectural Coating: one air compressor.

Construction related worker trips were assumed between 15 and 262 worker trips per day per vehicle trip type (paving, building construction), as well as up to 102 vendor trips per day during the construction phases at the site for building construction.

Operational Emission Factors

The air quality analysis factored operational activities to include area, energy, mobile, and on-site cargo handling equipment source emissions, for site operations that would occur 24 hours, 7 days per week.

Mobile source emissions were calculated on the total vehicle miles generated under the proposed Project, based on daily vehicle trip rates obtained from the *Coachella Airport Business Park Traffic Impact Analysis* (Appendix H) that was prepared for the Project.

Area source emissions that were estimated for the proposed Project typically include, but are not limited to use of detergents, cleaning compounds, polishes, personal care products, and lawn and garden products. Other area source emissions would include emissions from electricity and natural gas used onsite, a waste generation rate of 781 tons of solid waste per year, water usage for the interior of the buildings as well as for landscaping and use of off-road equipment such as forklifts for unloading/loading of truck deliveries at the large warehouse sites. Although the other proposed land uses would also have truck deliveries, due to the size of the other buildings, the unloading activities would most likely be performed with hand trucks or small electric powered forklifts, which do not create air emissions.

Toxic Air Contaminant Factors

A Health Risk Assessment (HRA) (Appendix B) was prepared to evaluate the potential health risk impacts to sensitive receptors and workers associated with the proposed Project, due to exposure to TACs including DPM as a result of heavy-duty diesel trucks accessing the site. The emissions calculations for the construction HRA component are based on an assumed mix of construction equipment and hauling activity. Construction related DPM emissions are expected to occur primarily as a function of the operation of heavy-duty construction equipment. The dispersion modeling utilized for analyzing the TAC emissions were based on the recommended methodology described under the SCAQMD HRA Guidance and the Office of Environmental Health Hazard Assessment (OEHHA) Guidelines.

Receptors to collect TAC emissions were located at the nearest sensitive receptors that may be impacted by the proposed Project; specifically, the mobile homes located across Airport Boulevard as near as 50 feet to the south of the site, and single and multi-family homes located on both sides of Orange Street (approximately 700 feet to the southwest).

The proposed Project would create DPM emissions from both construction and operational activities.

Construction

Off-Road Construction Equipment DPM Emissions

Construction activities would generate DPM emissions from off-road construction equipment which would remain onsite for the duration of construction, operating on the Project site. TAC emissions from construction activities would be primarily from DPM emissions associated with the onsite operation of off-road diesel equipment. Since construction activities would typically be limited to a 9-hour workday, all sources modeled in AERMOD for the construction scenario were set to be operational between the hours of 7 a.m. and 4 p.m. and the calculated emissions rates were set so that daily emissions are averaged over nine hours, instead of 24 hours. The off-road construction equipment was modeled as a point source located approximately in the middle of the proposed Project site and occurring over all years of Project construction.

Construction-Related Truck Running Emissions

Going to and from the Project site, the grading phase would generate 35.1 truck trips per day for 75 workdays and the building construction phase would generate 102 truck trips per day. It is estimated that total site construction would require, on average, 64.8 truck trips per day during the first 2.25 years of construction and an average of 102 truck trips per day during the final year of construction. The construction diesel truck idling was modeled as a point source located approximately in the middle of the site. The analysis was based on each truck trip idling on the Project site for 5 minutes. The 5-minute period is based on Section 2485 of the California Code of Regulations that limits commercial truck idling to 5 minutes at any location, under a 9-hour workday.

Operations

Operational on-site and off-site truck activity DPM emissions were calculated using emission factors for PM10 generated with the 2021 version of the Emission Factor model (EMFAC) developed by the CARB. EMFAC2021 includes the latest data on California's car and truck fleets and travel activity and also reflects the emissions reductions associated with CARB's recent rulemaking, including on-road diesel fleet rules, Advanced Clean Car Standards, and the Smartway/Phase I Heavy-Duty Vehicle GHG Regulations. The model incorporates regional motor vehicle data, information and estimates regarding the distribution of vehicle miles traveled (VMT) by speed, and number of starts per day. The diesel truck line volume source truck routes were modeled with a 6-foot height and 12-foot width for the onsite roads and a 40-foot width on Airport Boulevard. The analysis accounted for idling, on-site vehicle movement as well as off-site vehicle movement.

Localized Significance Threshold (LST) Factors

Project-related construction air emissions may have the potential to exceed the State and Federal air quality standards in the Project vicinity, even though these pollutant emissions may not be significant enough to create a regional impact to the SSAB. In order to assess local air quality impacts the SCAQMD has developed Localized Significance Thresholds (LSTs) to assess the project-related air emissions in the Project vicinity. SCAQMD has also provided *Final Localized Significance Threshold Methodology* (LST Methodology)*,* July 2008, which details the methodology to analyze local air emission impacts. The LST Methodology found that the primary emissions of concern are NO_2, CO, PM10, and PM2.5.

The LST Methodology provides Look-Up Tables with different thresholds based on the location and size of the project site and distance to the nearest sensitive receptors. The Look-Up Tables include site acreage sizes of 1-acre, 2-acres and 5-acres. The *Fact Sheet for Applying CalEEMod to Localized Significance Thresholds*, prepared by SCAQMD, 2015, provides guidance on how to determine the appropriate site acreage size to utilize for a project. The Fact Sheet details the site acreage should be based on the maximum number of acres disturbed on the peak day of construction that is calculated on the construction equipment list utilized in the CalEEMod model, where crawler tractors, graders, and rubber-tired dozers are all assumed to disturb 0.5-acre in an 8-hour day and scrapers are assumed to disturb 1 acre in an 8-hour day. It should be noted that the methodology in the Fact Sheet was developed from the CalEEMod User Guide Appendix A, page 9, where the same acres disturbed per equipment type is detailed and is utilized in the CalEEMod model in order to determine the acres per day disturbed during site preparation and grading phases.

Impacts

Impact 4.3.1 The proposed Project would not conflict with or obstruct implementation of the applicable air quality plan (Less than Significant Impact)

The proposed Project site is located within the SSAB and is subject to SCAQMD's 2022 AQMP and the 2003 CV PM10 SIP. The SCAQMD is principally responsible for air pollution control, and works directly with the SCAG, county transportation commissions, local governments, as well as state and federal agencies to reduce emissions from stationary, mobile, and indirect sources to meet state and federal ambient air quality standards. State CEQA Guidelines Section 15125 requires a discussion of any inconsistencies between a proposed project and applicable General Plans and regional plans.

The SCAQMD CEQA Handbook states that "new or amended GP Elements (including land use zoning and density amendments), Specific Plans, and significant projects must be analyzed for consistency with the AQMP." A proposed project is considered to be consistent with the AQMP if it furthers one or more policies and does not obstruct other policies. The SCAQMD CEQA Handbook identifies two key indicators (criteria) of consistency:

Criterion 1: Whether the project will result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, or delay timely attainment of air quality standards or the interim emission reductions specified in the AQMP.

Criterion 2: Whether the project will exceed the assumptions in the AQMP or increments based on the year of project buildout and phase.

Consistency with Criterion 1

Based on the air quality modeling analysis and as shown in Table 4.3-5, *Construction-Related Regional Criteria Pollutant Emissions*, below, proposed Project related short-term regional construction air emissions would not result in significant impacts according to SCAQMD regional thresholds of significance. The ongoing operation at the proposed Project site would generate air pollutant emissions that are inconsequential on a regional basis, as shown in Table 4.3-5, and would not result in significant impacts based on SCAQMD thresholds of significance, as described in Impact 4.3.2 below, nor would local pollutant concentrations exceed the air quality standards in the long term. Therefore, based on the information provided above, the proposed Project would be consistent with the first criterion under the SCAQMD CEQA Handbook and impacts would be less than significant.

Consistency with Criterion 2

Consistency with the AQMP assumptions is determined by performing an analysis of a project with the assumptions in the AQMP. The AQMP is developed through use of the planning forecasts provided in the RTP/SCS and FTIP. The RTP/SCS is a major planning document for the regional transportation and land use network within southern California, that is required by federal and state requirements placed on SCAG and is updated every four years. Local governments are required to use these plans as the basis of their plans for the purpose of consistency with applicable regional plans under CEQA. For the proposed Project, the City of Coachella General Plan's Land Use Plan defines the long-range land use assumptions that are represented in AQMP. Although the proposed Project would require a zoning change and a general plan amendment (GPA) in order to accommodate all potential uses for the development, the requested change would not result in the alteration of total allowed vehicle trips or other parameters utilized by SCAG in generating the forecasts provided in the RTP/SCS because the resultant zoning and land use designations are consistent with the types, intensity, and patterns of land use envisioned for the site under current designations. Therefore, the proposed Project would not result in an inconsistency with the current land use designations with respect to the regional forecasts utilized by the AQMPs, nor would the proposed Project exceed the AQMP assumptions for the site. Therefore, the proposed Project would be consistent with the second criterion in relation to the SCAQMD AQMP, and the proposed Project would have a less than significant impact as it does not exceed the assumptions in the AQMP.

Mitigation Measures

No mitigation is required.

Impact 4.3.2 The proposed Project would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (Less than Significant Impact with Mitigation Incorporated)

The SCAQMD's White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution states: "…the AQMD uses the same significance thresholds for project specific and cumulative impacts for all environmental topics analyzed in an Environmental Assessment or Environmental Impact Report (EIR). The only case where the significance thresholds for project specific and cumulative impacts differ is the Hazard Index (HI) significance threshold for TAC emissions. The project-specific (project increment) significance threshold is HI > 1.0 while the cumulative (facility-wide) is HI > 3.0. Projects that exceed the project-specific significance thresholds are considered by the SCAQMD to be cumulatively considerable. This is the reason project-specific and cumulative significance thresholds are the same. Conversely, projects that do not exceed the project-specific thresholds are generally not considered to be cumulatively significant."

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

Proposed Project Related Construction Emissions

The construction activities for the proposed Project are anticipated to include site preparation and grading of the 42.36-acre site, building construction of the business park, paving of the onsite roads and parking areas and application of architectural coatings. Although the proposed Project is anticipated to be constructed in three phases, in order to provide a conservative or worst-case analysis, this analysis has analyzed the entire project being constructed in one phase. The construction emissions have been analyzed for both regional and local air quality impacts. Construction involving the proposed IID substation facility on an approximate 5.6-acre portion of the site at its northern end is also assumed.

Construction-Related Regional Impacts

The worst-case summer or winter daily construction-related criteria pollutant emissions are displayed in Table 4.3-5, *Construction-Related Regional Criteria Pollutant E* and show the combined regional criteria pollutant emissions from building construction, paving and architectural coating phases of construction. As presented in Table 4.3-5, Table 4.3-5: none of the analyzed criteria pollutants from the proposed Project would exceed the regional emissions thresholds during either demolition, grading, or the combined building construction, paving and architectural coatings phases. Therefore, a less than significant regional air quality impact would occur from construction of the proposed Project.

Table 4.3-5: Construction-Related Regional Criteria Pollutant Emissions

Activity	Pollutant Emissions (pounds/day)					
	VOC	NOx	CO	SO2	PM10	PM2.5
Site Preparation (Year 2024)[1]						
Onsite[2]	3.65	36.06	32.94	0.05	7.27	4.16
Offsite[3]	0.07	0.11	1.03	<0.01	0.23	0.05
Total	3.72	36.17	33.97	0.05	7.50	4.21
Grading (Year 2024)[1]						
Onsite[2]	5.15	50.76	42.44	0.10	5.59	2.99
Offsite[3]	0.14	3.09	2.10	0.02	1.01	0.29
Total	5.29	53.85	44.54	0.12	6.60	3.28
Building Construction (Year 2025)						
Onsite	1.13	10.40	13.00	0.02	0.43	0.40
Offsite	1.50	5.15	26.52	0.03	4.34	1.09
Total	2.63	15.55	39.52	0.05	4.77	1.49
Combined Year 2027 Building Construction, Paving, and Architectural Coatings						
Onsite	70.57	17.16	23.98	0.03	0.66	0.60
Offsite	1.49	4.91	26.11	0.03	5.22	1.30
Total	72.06	22.07	50.09	0.06	5.88	1.90
Maximum Daily Construction Emissions	72.06	53.85	50.09	0.06	7.50	4.21

SCQAMD Thresholds	75	100	550	150	150	55
Exceeds Threshold?	No	No	No	No	No	No

Source: Vista Environmental, *Coachella Airport Business Park Project, Air Quality, Energy, GHG Emissions, and HRA Impact Analysis,* June 2, 2025, Table W.
Notes:
1 Site Preparation and Grading based on adherence to fugitive dust suppression requirements from SCAQMD Rule 403.
2 Onsite emissions from equipment not operated on public roads.
3 Offsite emissions from vehicles operating on public roads.

Proposed Project Related Operational Emissions

The on-going operation of the proposed Project is anticipated to result in a long-term increase in air quality emissions from the project-generated vehicle trips, emissions from energy usage, onsite area source emissions, and off-road equipment created from the on-going use of the proposed project.

Operations-Related Regional Criteria Pollutant Analysis

The operations-related regional criteria air quality impacts created by the proposed Project were analyzed through use of the CalEEMod model. The worst-case summer or winter VOC, NOx, CO, SO2, PM10, and PM2.5 daily emissions created from the proposed Project's long-term operations have been calculated and are summarized in Table 4.3-6*, Operational Regional Criteria Pollutant Emissions*, below.

Table 4.3-6: Operational Regional Criteria Pollutant Emissions

Activity	Pollutant Emissions (pounds/day)					
	VOC	NOx	CO	SO2	PM10	PM2.5
Area Sources[1]	19.50	0.23	27.10	<0.01	0.05	0.05
Energy Usage[2]	0.12	2.22	1.86	0.01	0.17	0.17
Mobile Sources[3]	21.00	27.10	204	0.51	41.00	10.70
Off-Road Equipment[4]	<0.01	5.30	52.90	<0.01	<0.01	<0.01
Total Emissions	40.62	34.85	285.86	0.52	41.22	10.91
SCQAMD Operational Thresholds[5]	75	100	550	150	150	55
Exceeds Threshold?	No	No	No	No	No	No

Source: Vista Environmental, *Coachella Airport Business Park Project, Air Quality, Energy, GHG Emissions, and HRA Impact Analysis,* June 2, 2025, Table Y.
Notes:
1 Area sources consist of emissions from consumer products, architectural coatings, and landscaping equipment.
2 Energy usage consist of emissions from natural gas usage.
3 Mobile sources consist of emissions from vehicles and road dust.
4 Off-road equipment consists of emissions from forklifts utilized onsite. Mitigation Measure GHG-1 restricts the operation of diesel-powered forklifts, so forklifts have been analyzed as CNG-powered.
5 The SCAQMD operational thresholds for the Coachella Valley are the same as the construction thresholds.

As indicated in Table 4.3-6, none of the analyzed criteria pollutants would exceed the regional emissions thresholds.

The SCAQMD discusses that it may be infeasible to quantify health risks caused by projects similar to the proposed Project, due to many factors. It is necessary to have data regarding the sources and types of toxic air contaminants, location of emission points, velocity of emissions, the meteorology and topography of the area,

and the location of receptors (worker and residence). It may not be feasible to perform a health risk assessment for airborne toxics that will be emitted by a generic industrial building that was built on "speculation" (i.e., without knowing the future tenant(s) (Appendix B). For projects on a regional scale (unlike the proposed Project), the SCAQMD states that it has been able to correlate potential health outcomes for very large emissions sources – as part of their rulemaking activity, specifically 6,620 pounds per day of NOx and 89,180 pounds per day of VOC were expected to result in approximately 20 premature deaths per year and 89,947 school absences due to O3. As shown in the tables above, proposed Project-related construction activities would generate a maximum of 72.06 pounds per day of VOC and 53.85 pounds per day of NOx and operation of the proposed Project would generate 40.62 pounds per day of VOC and 34.85 pounds per day NOx. Therefore, the proposed Project would not generate daily emissions that would be high enough to use a regional modeling program in order to correlate health effects on a basin-wide level.

The proposed Project would be required to adhere to Goal 11 of the Sustainability + Natural Environment Element of the City's General Plan, which requires the maintenance of healthy indoor and outdoor air quality emissions be maintained through reduced pollutant emissions. The proposed Project would also be required to adhere to Policy 11.1 which requires construction and operation at the site to minimize the creation of new sources of air pollutants, Policy 11.4 which encourages the use of the City's public transit system as an alternative to the use of single occupant motor vehicles, thereby lessening air quality emissions, and Policy 11.8 which would require construction activities, including on-site building and the transport of materials, to limit emissions and dust. The proposed Project's adherence to Policies 11.9, 11.12 and 11.17 would also ensure that the proposed Project meets the California Green Building Code for indoor air quality performance, limit truck deliveries to on-site businesses to off-peak traffic periods, thereby reducing emissions, and ensuring that air quality impacts associated with the proposed Project are mitigated to less than significant levels.

With adherence to all applicable General Plan policies, as well as implementation of Mitigation Measure GHG-1, the proposed Project would result in a less than cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard. This impact would be reduced to less than significant with mitigation incorporated.

Mitigation Measures

GHG-1 The Project shall include, but not be limited to, the following improvements, which shall be incorporated into the Project site plans to ensure consistency with adopted statewide plans and programs that are in effect at the time the Building Permits are issued. The Project Applicant shall demonstrate compliance with the following measures, prior to issuance of Building Permits:

- To the maximum extent feasible, all off-road equipment (non-street legal), such as forklifts and street sweepers, used onsite for warehouse operations shall be powered by alternative fuels, electrical batteries or other alternative/non-diesel fuels (e.g., propane or compressed natural gas (CNG)) that do not emit diesel particulate matter, and that are low or zero emissions.

- The Project Applicant shall require that a minimum of 50 percent of the total Project electrical consumption from operation of the Project on an aggregate, site-wide basis is provided by onsite solar photovoltaic (PV) panels or other onsite renewables sources (i.e., wind turbines, geothermal).

- The Project Applicant shall require any business that operates in the proposed project and has 20 or more full-time employees shall implement at least one of the following programs:
    - Pre-tax election program to allow employees to exclude wages for commuting costs for transit or vanpools;
    - An employer supplied transit pass;
    - Employer provided transit; or
    - Other, similar demand management programs.
- The Project Applicant shall require that temporary power poles are installed in the vicinity of each structure to be installed. The temporary power poles shall be installed after completion of grading and prior to the issuance of each building permit. After electrification of the temporary power poles, the Project Applicant shall restrict building contractors from using gas-powered generators, compressors and saws and this restriction shall be incorporated into all contracts with building contractors that will work on the proposed Project.

Impact 4.3.3 The proposed Project would not expose sensitive receptors to substantial pollutant concentrations (Less than Significant Impact with Mitigation Incorporated).

The closest sensitive receptors to the proposed Project site are the mobile home park residences located across Airport Boulevard, approximately 50 feet to the south of the Project site boundaries. The local concentrations of criteria pollutant emissions produced in the nearby vicinity of the proposed Project, from vehicular CO emissions and from TAC emissions that include DPM emissions from off-road equipment and from diesel trucks, were calculated for both construction and operations. As discussed below, the proposed Project would create a less than significant impact to local air quality during construction and operation.

Construction-Related Local Impacts

Construction-related air emissions at the site may have the potential to exceed the State and Federal air quality standards in the Project vicinity, even though these pollutant emissions may not be significant enough to create a regional impact to the SSAB. The local air quality emissions from proposed Project construction were analyzed by using the methodology described in the LST Methodology prepared by SCAQMD, revised October 2009. The LST Methodology found the primary criteria pollutant emissions of concern to be NOx, CO, PM10, and PM2.5. Each phase of proposed Project construction was therefore screened using the SCAQMD's Mass Rate LST Look-up Tables, as indicated in Table 4.3-7, *Construction Related Local Criteria Pollutant Emissions*, below. The nearest sensitive receptors included in the LST analysis, that may be impacted by the proposed Project, are mobile homes located across Airport Boulevard as near as 50 feet to the south of the Project site.

Table 4.3-7: Construction-Related Local Criteria Pollutant Emissions

Construction Phase	Pollutant Emissions (pounds/day)[1]			
	NOx	CO	PM10	PM2.5
Site Preparation[2]	36.07	33.07	7.30	4.17
Grading[2]	51.15	42.70	5.72	3.03
Building Construction (Year 2025)	11.04	16.32	0.97	0.54
Combined Building Construction (Year 2027), Paving and Architectural Coatings	18.85	27.79	1.40	0.85
Maximum Daily Construction Emissions	51.15	42.70	7.30	4.17
SCAQMD Local Construction Thresholds[3]	270	1,746	14	8
Exceeds Threshold?	No	No	No	No

Source: Vista Environmental, *Coachella Airport Business Park Project, Air Quality, Energy, GHG Emissions, and HRA Impact Analysis,* June 2, 2025, Table X.

Notes:

1 The Pollutant Emissions include 100% of the On-Site emissions (off-road equipment and fugitive dust) and 1/8 of the Off-Site emissions (on road trucks and worker vehicles), in order to account for the on-road emissions that occur within a ¼ mile of the project site.

2 Site Preparation and Grading phases based on adherence to fugitive dust suppression requirements from SCAQMD Rule 403.

3 The nearest offsite sensitive receptors are mobile home park residences located across Airport Boulevard as near as 15 meters (50 feet) to the south. According to SCAQMD methodology, all receptors closer than 25 meters are based on the 25-meter threshold.

Table 4.3-7 indicates that none of the analyzed criteria pollutants would exceed the local emissions thresholds during either site preparation, grading, or the combined building construction, paving, and architectural coatings phases for sensitive receptors in the vicinity of the Project. As previously stated, all construction projects in the SSAB are subject to the SCAQMD rules and regulations in effect at the time of construction, including Rule 403, Fugitive Dust, described above. Therefore, a less than significant local air quality impact would occur from construction of the proposed Project.

Operational Local Air Quality Impacts

In addition, the air quality analysis conducted for the proposed Project evaluates the proposed Project's localized impact to air quality for emissions of CO, NOX, PM10, and PM2.5 by comparing the proposed Project's onsite emissions to the SCAQMD's applicable LST thresholds for sensitive receptors located 50 feet to the south. The proposed Project would not result in emissions that exceeded the SCAQMD's LSTs, nor would it exceed the most stringent applicable federal or state ambient air quality standards for emissions of CO, NOX, PM10, and PM2.5, as described below in Table 4.3-8, *Operational Local Criteria Pollutant Emissions*. Therefore, a less than significant regional air quality impact would occur from operation of the proposed Project.

Project-related air emissions may have the potential to exceed the State and Federal air quality standards in the proposed Project site vicinity, even though these pollutant emissions may not be significant enough to create a regional impact to the SSAB. The proposed Project has been analyzed for the potential local CO emission impacts from the project-generated vehicular trips and from the potential local air quality impacts from on-site operations.

Local CO Hotspot Impacts from Project-Generated Vehicular Trips

CO is typically the pollutant of major concern along roadways because the most notable source of CO is motor vehicles. For this reason, CO concentrations are usually indicative of the local air quality generated by a roadway network and are used as an indicator of potential local air quality impacts. Local air quality impacts can be assessed by comparing future without and with project CO levels to the State and Federal CO standards of 20 ppm over one hour or 9 ppm over eight hours.

Since 2007 and with the use of cleaner fuels, and implementation of control technology on industrial facilities, CO concentrations in the SSAB and in the state have steadily declined and the SSAB has been designated in attainment for CO under both the CAAQS and NAAQS. Since the nearby intersections to the proposed Project site are much smaller with less traffic than what was analyzed by the SCAQMD, no local CO Hotspots are anticipated to be created from the proposed Project.

A detailed CO analysis was conducted in the *Federal Attainment Plan for Carbon Monoxide (CO Plan) for the SCAQMD's 2003 Air Quality Management Plan*. The locations selected for microscale modeling in the CO Plan were worst-case intersections in the Basin and would likely experience the highest CO concentrations. Thus, CO analysis in the CO Plan is used in comparison to the proposed Project, since it represents a worst-case scenario with heavy traffic volumes in the SCAQMD Basin. Of the locations analyzed by SCAQMD for the 2003 Air Quality Management Plan, the intersection of Wilshire Boulevard/Veteran Avenue in the City of Los Angeles experienced the highest CO concentration (4.6 parts per million [ppm]), which is well below the 35-ppm 1-hour CO federal standard. The Wilshire Boulevard/Veteran Avenue intersection is one of the most congested intersections in Southern California, with an average daily traffic volume of approximately 100,000 vehicles per day. According to the Project Traffic Impact Analysis, the Project area roadway segment with the highest average daily traffic volume would be Grapefruit Boulevard from Avenue 54 to Tyler Street. This roadway segment is projected to have approximately 30,558 average daily trips in the 2045 buildout year scenario. This is a fraction of the average daily trips studied by SCAQMD in the 2003 hotspot analysis, and therefore would result in substantially lower CO concentration than the intersections studied by SCAQMD. Therefore, a less than significant long-term air quality impact is anticipated to local air quality with the operational use of the proposed Project.

Local Criteria Pollutant Impacts from Onsite Operations

Project-related air emissions from onsite sources such as architectural coating off-gassing, landscaping equipment, and onsite usage of natural gas may have the potential to create localized emissions that exceed the State and Federal air quality standards in the project vicinity, even though these pollutant emissions may not be significant enough to create a regional impact to the SSAB.

The local air quality emissions from onsite operations were analyzed using the SCAQMD's Mass Rate LST Look-up Tables and the methodology described in LST Methodology. The Look-up Tables were developed by the SCAQMD in order to readily determine if the daily emissions of CO, NOx, PM10, and PM2.5 from the proposed project could result in a significant impact on the local air quality. Table 4.3-8 shows the onsite emissions from the CalEEMod model that include area sources, energy usage, onsite off-road equipment, and vehicles operating in the immediate vicinity of the site and the calculated emissions thresholds.

Table 4.3-7: Operational Local Criteria Pollutant Emissions

Onsite Emission Source	Pollutant Emissions (pounds/day)			
	NOx	CO	PM10	PM2.5
Area Sources	0.23	27.10	0.05	0.04
Energy Usage	2.22	1.86	0.17	0.17
Mobile Sources[1]	0.79	5.92	1.19	0.31
Off-Road Equipment[2]	5.30	52.90	<0.01	<0.01
Total Emissions	8.54	87.78	1.41	0.52
SCAQMD Local Operational Thresholds[3]	304	2,292	4	2
Exceeds Threshold?	No	No	No	No

Source: Vista Environmental, *Coachella Airport Business Park Project, Air Quality, Energy, GHG Emissions, and HRA Impact Analysis,* June 2, 2025, Table Z.

Notes:

1 Mobile sources based on the estimated portion of vehicle emissions occurring within a quarter mile of the Project site. The average trip length in CalEEMod is 8.62 miles. This results in 2.9 percent of the trips and associated emissions occurring within a quarter mile of the Project site.

2 Off-road equipment consists of emissions from forklifts utilized onsite. Mitigation Measure GHG-1 restricts the operation of diesel-powered forklifts, so forklifts have been analyzed as CNG-powered

3 The nearest sensitive receptors to the project site are site are mobile home park residences located across Airport Boulevard as near as 15 meters (50 feet) to the south. According to SCAQMD methodology, all receptors closer than 25 meters are based on the 25-meter threshold.

As indicated in Table 4.3-8, on-going operations at the proposed Project site would not exceed the local NOx, CO, PM10 and PM2.5 thresholds of significance. Therefore, the proposed Project would create a less than significant operations-related impact on local air quality due to onsite emissions. The proposed Project would also not result in a cumulatively considerable net increase of any criteria pollutant.

Toxic Air Contaminants

There is the potential for TAC emissions to be created from operation of the gas station which would generate diesel truck emissions from truck traffic and delivery trucks, which are known sources of TACs. TACs are carcinogens according to the State of California, and short-term acute and long-term chronic exposure to TACs can cause health effects to the respiratory system. Operation of the proposed Project would include a 10 fueling position gas station on the southeastern portion of the site that is anticipated to have a maximum throughput of 2.0 million gallons of gasoline per year. Utilizing SCAQMD's RiskTool (V1.103) that calculates the cancer risk from gasoline stations, it was estimated that the distance from the nearest residential property line to the center of the proposed gas station canopy, measures 265 feet (81 meters). The RiskTool therefore estimated that the proposed Project would create a cancer risk of 1.5 per million persons at the mobile homes to the south. However, since this level of cancer risk at 1.5 per million persons would be below the SCAQMD's threshold of 10 per million, the TAC emissions and associated cancer risks from the proposed gas station would result in a less than significant impact on the nearby residents.

It is anticipated that Project development activities would generate DPM emissions during construction, from off-road diesel-powered equipment and from diesel-powered trucks delivering equipment and building materials. As discussed in the AQ/Energy/GHG/HRA Analysis prepared for the Project (Appendix B) and in Section 4.8, *Greenhouse Gases*, the Project would comply with the City's Climate Action Plan (CAP) through the implementation of Mitigation Measure GHG-1. This measures requires that, to the maximum extent feasible, all off-road equipment (non-street legal), such as forklifts and street sweepers, used onsite for warehouse operations shall be powered by alternative fuels, electrical batteries or other alternative/non-diesel fuels (e.g., propane or compressed natural gas (CNG)) that do not emit diesel particulate matter, and that are low or zero emission. Since this was factored into the air quality impact analysis, Mitigation Measure GHG-1 is additionally

included in this section. Refer to Section 4.8, *Greenhouse Gas Emissions,* for a complete discussion regarding the Project's compliance with the CAP.

Since all off-road equipment utilized during operation of the proposed warehouses would be required to be non-diesel powered per Mitigation Measure GHG-1, no DPM emissions would be created from operational off-road equipment. Operational activities at the site would generate diesel truck emissions, or TACs, from truck traffic and delivery trucks. As mentioned above, TACs have the potential to create potential cancer and non-cancer health risks, as discussed below.

Cancer Risks

According to the OEHHA Guidance (OEHHA, 2015) and Risk Assessment Procedures for Rules 1401, 1401.1 and 212, (SCAQMD, 2017), cancer risk from the proposed Project was calculated and is presented in Table 4.3-9, *Cancer Risk Calculation Parameters*, while diesel emission concentrations at the nearest sensitive receptors are presented in Table 4.3-10, *Project-Related Diesel Particulate Matter (DPM) Cancer Risks at Nearby Sensitive Receptors*.

Table 4.3-8: Cancer Risk Calculation Parameters

Parameter	Construction		Operations	
	2024 – 2026 (3rd Tri to 2 yrs)	2027 (2 to 3 yrs)	2028 – 2041 (3 to 16 yrs)	2042 – 2054 (16 to 30 yrs)
Cancer Potency Factor (mg/kg-day) for DPM	1.1	1.1	1.1	1.1
Daily Breathing Rate (L/kg body weight-day)	1,009(1)	631	572	261
Inhalation Absorption Factor	1	1	1	1
Exposure Frequency (days/year)	350	350	350	350
Exposure Duration (years)	2.25	1.0	13	13.75
Age Sensitivity Factor	10	3	3	1
Fraction of Time at Home	1.0	1.0	1.0	1.0
Averaging Time[2] (days)	25,550	25,550	25,550	25,550
Potential Cancer Risk =	C^{air} * 342	C^{air} * 29	C^{air} * 336	C^{air} * 39.5

Source: Vista Environmental*, Coachella Airport Business Park Project, Air Quality, Energy, GHG Emissions, and HRA Impact Analysis,* June 2, 2025, Table AA.

Notes:

1 Based on 95th percentile breathing rate of 361 for 3rd trimester for 3 months and 1,090 for 0 to 2 years for 24 months (OEHHA, 2015; SCAQMD, 2017). Per SCAQMD Risk Assessment Procedures, breathing rate should be 95th percentile for 3rd trimester to 2 years and 80th percentile for all other age groups.

2 Based on a 70-year average lifetime (OEHHA, 2015; SCAQMD, 2017)

Table 4.3-9: Project-Related Diesel Particulate Matter (DPM) Emissions Cancer Risks at Nearby Sensitive Receptors

Sensitive Receptor[1]	Receptor Location		Annual PM2.5 Concentration (µg/m3)				Cancer Risk Per Million People[2]
	X	Y	Construction 2024-2026	Construction 2027	Operations 2028- 2041	Operations 2042-2054	
1	580,086	3,722,773	0.0029	0.0015	0.0017	0.0014	1.6
2	580,122	3,722,774	0.0030	0.0016	0.0019	0.0016	1.8
3	580,172	3,722,775	0.0030	0.0016	0.0017	0.0015	1.7
4	580,242	3,722,717	0.0024	0.0013	0.0010	0.0008	1.2
5	580,289	3,722,738	0.0024	0.0013	0.0010	0.0009	1.2
6	580,337	3,722,732	0.0022	0.0011	0.0009	0.0008	1.1
7	579,963	3,722,704	0.0016	0.0008	0.0007	0.0006	0.8
8	579,927	3,722,644	0.0012	0.0006	0.0005	0.0005	0.6
9	579,519	3,722,783	0.0005	0.0003	0.0004	0.0004	0.3
10	579,466	3,722,781	0.0004	0.0002	0.0004	0.0003	0.3
11	579,393	3,722,779	0.0004	0.0002	0.0003	0.0003	0.3
Threshold of Significance							10
Exceed Threshold?							No

Notes:
Source: Vista Environmental, *Coachella Airport Business Park Project, Air Quality, Energy, GHG Emissions, and HRA Impact Analysis,* June 2, 2025, Table BB.
1 The locations of each Sensitive Receptor are shown above in Figure 3.
2 The residential cancer risk based on: Cair (2024-2026) * 342 + Cair (2027) * 29 + Cair (2028-2041) * 336 + Cair (2042-2054) * 45.2.
Source: Calculated from ISC-AERMOD View Version 12.0.0.

As indicated above, cancer risks from the proposed Project's DPM emissions are estimated to be as high as 1.8 per million persons at the mobile homes located south of the Project site (Sensitive Receptor 2). When combined with the gas station TAC emissions, this would result in a cancer risk as high as 3.3 per million persons at the mobile homes. However, since the combined project-related cancer risk from DPM and gas station TAC emissions would be below the SCAQMD's threshold of 10 per million persons, Project operations would result in a less than significant impact due to the cancer risk from TAC emissions.

Non-Cancer Risks

In addition to the cancer risk from exposure to TAC emissions there is also the potential TAC exposure may result in adverse health impacts from acute and chronic illnesses, such as:

Chronic Health Impacts: Chronic health effects are characterized by prolonged or repeated exposure to a TAC over many days, months, or years. Symptoms from chronic health impacts may not be immediately apparent and are often irreversible. Impacts to sensitive receptors are calculated from the annual average concentrations of PM2.5 at a project site. As presented in Table 4.3-10 above, the proposed Project is anticipated to produce less than the threshold for proposed Project related DPM emissions. This would result in less than significant impact from the non-cancer chronic health risk from TAC emissions.

Acute Health Impacts: Acute health effects are characterized by sudden and severe exposure and rapid absorption of a TAC, due to high levels of exposure at a site. However, acute health effects are often

treatable and reversible. The AERMOD model calculations for the proposed Project found that the highest 24-hour concentration at the point of maximum impact (PMI) is 0.0203 µg/m3 for DPM equivalent acute non-cancer risk emissions. Since this is less than the established criterion for an Acute Health Index and the 24-hour concentrations were found to create the highest 24-hour DPM concentrations in the AERMOD model, on-going operations of the proposed Project would result in a less than significant impact due to non-cancer acute health risk from TAC emissions created by the proposed Project.

Overall, the proposed Project would be required to conform to the Sustainability + Natural Environment Element of the City's General Plan, specifically Policies 11.1 and 11.3, which would require the Project to minimize the creation of new sources of air pollution, to site any land uses that may result in adverse air quality impacts to sensitive receptors. Although there are no identified sensitive receptors such as schools, childcare centers or specific senior housing located within 500 feet of the proposed Project, there are residential structures located to the south of the site that may involve health-sensitive seniors. In addition, the implementation of Mitigation Measure GHG-1 would reduce potentially significant air quality impacts to a less than significant level. Thus, operations of the proposed Project would result in a less than significant exposure of sensitive receptors to substantial pollutant concentrations.

Mitigation Measures

Refer to Mitigation Measure GHG-1.

Impact 4.3.4 The proposed Project would not result in emissions (such as those leading to odors) adversely affecting a substantial number of people (Less than Significant Impact)

Land uses generally associated with odor or other noxious emission complaints typically include, but are not limited to, agricultural uses (livestock and farming), dairies, wastewater treatment plants, food processing plants, chemical plants, refineries, landfills. The proposed Project operations, in general, would not create objectionable odors affecting a substantial number of people, as described below. Potential odor sources associated with the proposed Project construction; however, may result from construction equipment exhaust and the application of asphalt and architectural coatings during construction activities and the temporary storage of refuse associated with the site's (long-term operational) uses. Individual responses to odors are highly variable and generally result from a variety of factors such as frequency, duration, offensiveness, location, and sensory perception.

Potential sources that may emit odors during construction activities include the application of coatings such as asphalt pavement, paints and solvents and from diesel equipment emissions. Standard construction requirements that limit the time of day when construction may occur, limit VOC content in asphalt, and limit the VOC content in paints and solvents would minimize odor impacts from construction. The construction odor emissions would be temporary, short-term, and intermittent in nature and would cease upon completion of each phase of construction. The proposed Project would also be required to follow Policy 11.8 of the Sustainability + Natural Environment Element of the City of Coachella 2035 General Plan Update, which requires that all construction activities, including on-site building and the transport of materials, limit emissions and dust. In addition, with the proposed Project's compliance with the applicable regulations that reduce odors including SCAQMD Rule 402, *Nuisance – Controls the emissions of odors and other air contaminants,* and Coachella Municipal Code Chapter 5.68.130, *Operating Standards*, (C) *Odor Control*, and due to the transitory nature of construction odors, the proposed Project would have a less than significant odor impact.

Operation of the proposed Project may create odors from gas dispensing activities, diesel truck emissions, and from trash storage bins. However, diesel truck emissions odors would be generated intermittently from truck loading and unloading activities and would not be noticeable for extended periods of time. Pursuant to SCAQMD Rule 461 and its requirements, the proposed gas station will be required to utilize gas dispensing equipment that minimizes vapor, liquid leaks, and odor impacts that may occur from gasoline and diesel dispensing stations. The proposed Project would also be required to construct trash enclosures for all uses in the Project, that would protect bins from rain and would limit air circulation at the trash storage areas. As such, through compliance with SCAQMD's Rule 461 and City trash storage regulations, less than significant odor impacts would occur from these odor sources.

Additional operational odor impacts could result from commercial cannabis operations, which have the potential to create significant odor impacts to nearby sensitive receptors. The majority of the odors of cannabis come from a class of chemicals called terpenes which are produced by flowering plants and vary widely between each plant. Cannabis growth can generate some odors throughout the various phases of cannabis cultivation and processing that may be unpleasant to certain persons. As discussed above, there are existing sensitive receptors (mobile homes) located across Airport Boulevard as near as 50 feet to the south of the Project site. Therefore, a potentially significant odor impact may occur from any commercial cannabis operations that could occur onsite. The Project is subject to SCAQMD Rule 402, *Nuisance – Controls the emissions of odors and other air contaminants*. However, the Project would be required to implement an odor abatement plan for cannabis cultivation and processing activities as a standard condition of approval, in compliance with Coachella Municipal Code Section 5.68.040(P), as well as include specific project design features in compliance with Coachella Municipal Code Chapter 5.68.130, *Operating Standards*, (C) *Odor Control,* described in full in Section 4.3.2 above. As such, with compliance with applicable regional and local cannabis-related regulations, this impact would be less than significant.

Mitigation Measures

No mitigation is required.

4.3.4 CUMULATIVE IMPACTS

With the exception of the potential impacts related to odors, the cumulative study area for air quality includes the City of Coachella, adjacent areas of unincorporated Riverside County, and the SSAB. A project could contribute to an existing or projected air quality exceedance because the SSAB is currently in nonattainment for federal and State standards. The CAAQS designates the Coachella Valley as being in nonattainment for O3, PM10, and PM2.5 while the NAAQS designates the Valley as being in nonattainment for O3 and PM2.5. With regard to determining the significance of the cumulative contribution from the Project, the SCAQMD recommends that any given project's potential contribution to cumulative impacts be assessed using the same significance criteria as for project-specific impacts.

As discussed earlier, with implementation of Mitigation Measure GHG-1, the proposed Project would conform to local land use plans, comply with all applicable SCAQMD rules and regulations, and would not exceed the applicable regional thresholds for air pollutant emissions. As such, the Project is consistent with the applicable air quality plans in the Project area and the Project would result in a less than significant cumulative air quality impact.

Relative to odors, the proposed Project, and all other projects proposed in the City and adjacent areas of unincorporated Riverside County, would be required to comply with SCAQMD Rule 402, *Nuisance to prevent occurrences of public nuisances (including odors)*, during both construction and long-term operation. The Project, and all other cannabis cultivation projects, would be required to implement an odor abatement plan for cannabis cultivation and processing activities as a standard condition of approval, in compliance with Coachella Municipal Code Section 5.68.040(P), as well as include specific project design features in compliance with Coachella Municipal Code Chapter 5.68.130, *Operating Standards*, (C) *Odor Control.* All projects are also subject to the solid waste regulations for the City of Coachella. The Project's contribution to potential operational odor impacts associated with commercial cannabis operations would be reduced with compliance with applicable regional and local regulations pertaining to cannabis cultivation and processing. Other developments within the cumulative study area similarly would be required to comply with SCAQMD rules and regulations and the solid waste regulations of the applicable jurisdictions. Therefore, Project impacts due to other emissions (such as those leading to odors) would be less than cumulatively considerable.

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This section evaluates whether implementation of the proposed Project would result in any environmental impacts associated with special-status species, riparian habitat, sensitive natural communities, state or federally protected wetlands, native wildlife movement, native wildlife nursery sites, or conflict with any local policies and ordinances protecting biological resources, including the Coachella Valley Multiple Species Habitat Conservation Plan (CVMSHCP).

The information and analysis herein rely on the following investigations and document the biological resources and conditions of the Project site:

- *Biological Resources Assessment* (BRA), prepared by Rincon Consultants Inc., dated April 2024, provided as Appendix C.

4.4.1 SETTING

General Conditions

The BRA describes existing biological resources conditions on the Project Area (which includes both the industrial development site and the proposed IID substation site), along with a 300-foot buffer area surrounding the Project Area ("Study Area").

Vegetation Communities and Land Cover Types

Eight vegetation communities and four land cover types were documented within the Study Area during the field survey and are shown in Exhibit 4.4-1, *Vegetation Communities and Land Cover Types*. Table 4.4-1 lists each vegetation community and land cover type documented and provides its approximate acreage and the percent area covered in the Study Area.

Four California Department of Fish and Wildlife (CDFW) sensitive natural communities (designated with an asterisk in the Table 4.4-1 below) are present in the Study Area (CDFW 2023).

Table 4.4-1 Summary of Vegetation Communities and Land Cover Types within the Study Area

Type	Approximate Acreage	Approximate Percent Area
Vegetation Communities		
Arrow Weed Thickets (*Pluchea sericea* Shrubland Alliance)*	4.24	4.01
Bush Seepweed Scrub (*Suaeda moquinii* Shrubland Alliance)*	1.63	21.54
Bush Seepweed Scrub (Disturbed)	26.18	24.77
California Fan Palm Oasis (*Washingtonia filifera* Woodland Alliance*)	0.28	0.26
Mesquite Thickets (*Prosopis glandulosa* Woodland Alliance)*	1.78	1.68
Quailbush Scrub (*Atriplex lentiformis* Shrubland Alliance)	1.20	1.14
Smartweed Cocklebur Patches (*Polygonum lapathifolium - Xanthium strumarium* Herbaceous Alliance)	1.63	1.54
Tamarisk Thickets (*Tamarix* spp. Shrubland Semi-Natural Alliance)	2.89	2.73
Land Cover Types		
Agriculture	1.96	1.85
Bare ground	34.98	33.10
Disturbed	3.42	3.24
Urban/developed	25.49	24.12
Total	**105.68**	**100%**
** Classified as a CDFW designated sensitive vegetation community.*		

Vegatation Communities and Land Cover Types
Coachella Airport Business Park

Exhibit
4.4-1

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Vegetation Communities

The following summarizes the vegetation found on the Project Area.

Arrow Weed Thickets (Pluchea Sericea Shrubland Alliance)

Arrow weed thickets is a desert riparian shrub vegetation community that typically occurs around springs, irrigation ditches, stream borders, and seasonally flooded washes. Arrow weed (*Pluchea sericea*) is dominant.

This vegetation community is located within the middle portion of the Study Area and within the sink in the northern portion of the site where the IID substation is proposed.

Bush Seepweed Scrub (Suaeda Moquinii Shrubland Alliance)

Bush seepweed scrub is a desert sink scrub vegetation community that is typically found on flat to gently sloping valley bottoms, playas, toe slopes adjacent to alluvial fans, and bajadas. Bush seepweed (*Suaeda moquinii*; syn. *Suaeda nigra*) and/or alkali goldenbush (*Isocoma acradenia*) are present as dominants or co-dominants. This vegetation community is ranked S3 (CDFW 2023d), which is considered sensitive by CDFW.

This vegetation community is located within the southern portion of the Study Area and along the northern fence line that separates the Project Area from SR 86, where heavy equipment impacts are absent.

Bush Seepweed Scrub (Disturbed)

The Study Area contains a disturbed form of the *Suaeda moquinii* shrubland alliance within the middle and eastern portions of the Project Area, where recent heavy equipment impacts are visible. This disturbed vegetation community is not officially identified in the MCV2 (Sawyer et al. 2009) and is not considered sensitive by CDFW.

California Fan Palm Oasis (Washingtonia Filifera Woodland Alliance)

California fan palm oasis is a desert palm woodland vegetation community that is typically found in desert springs, along waterways, in moist canyon bottoms, and in other areas where groundwater is perennially present. California fan palm (*Washingtonia filifera*) is present as the dominant or co-dominant. Fremont cottonwood (*Populus fremontii*), honey mesquite (*Prosopis glandulosa*) and willows (*Salix* spp.) may be present. This vegetation community is ranked S3 (CDFW 2023d), which is considered sensitive by CDFW.

This vegetation community is located within the Study Area buffer north of the proposed substation portion of the Project Area. California fan palm is dominant and Canary Island date palm (*Pheonix canariensis*) is present.

Mesquite Thickets (Prosopis Glandulosa Woodland Alliance)

Mesquite thickets is a desert riparian woodland vegetation community that typically occurs along the fringes of playas, river terraces, stream banks, and floodplains. Honey mesquite and/or corkscrew mesquite (*Prosopis pubescens*) are dominant or co-dominant. The tree canopy may include iodine bush (*Allenrolfea occidentalis*), saltbushes, baccharis (*Baccharis* ssp.), arrow weed, and bush seepweed. This vegetation community is ranked S3 (CDFW 2023d), which is considered sensitive by CDFW.

This vegetation community is located along the banks of the sink in the IID substation development area, with honey mesquite present as the dominant species and palo verde (*Parkinsonia florida*) present.

Quailbush Scrub (Atriplex lentiformis Shrubland Alliance)

Quailbush scrub is a desert saltbush scrub vegetation community that typically occurs on south facing slopes or adjacent to alkaline washes or dry lakebeds. Quailbush or Torrey's saltbush (*Atriplex torreyi*) is dominant and California sagebrush (*Artemisia californica*), four-wing saltbush (*Atriplex canescens*), arrow weed, and tamarisk may be present.

This vegetation community is located within the southern portion of the Project Area. Quailbush is dominant and cattle saltbush (*Atriplex polycarpa*), salt cedar, and arrow weed are present.

Smartweed – Cocklebur Patches (Polygonum lapathifolium - Xanthium strumarium Herbaceous Alliance)

Smartweed – cocklebur patches is a coastal and valley freshwater marsh vegetation community that typically occurs within vernally wet ponds, lakeshores, stream terraces, floodplains, and mudflats. Pale smartweed (*Polygonum lapathifolium*; syn. *Persicaria lapathifolia*), rough cocklebur (*Xanthium strumarium*), or other knotweed (*Alisma* spp.) or smartweed (*Polygonum* spp.) species are dominant or co-dominant. Flatsedges (*Cyperus* spp.), spikerush (*Eleocharis macrostachya*), and other hydrophytic vegetation are typically present.

This vegetation community is located along the banks of the Coachella Valley Stormwater Channel within the western portion of the Study Area, dominated by white smartweed and rough cocklebur. Alkali bulrush (*Bolboschoenus maritimus*), cattail (*Typha* sp.), Bermuda grass (*Cynodon dactylon*), and floating water primrose (*Ludwigia peploides*).

Tamarisk Thickets (Tamarix spp. Shrubland Semi-Natural Alliance)

Tamarisk thickets is a non-native weedy riparian scrub vegetation community that is typically found along the margins of arroyos, ditches, washes, and other watercourses. Salt cedar or another species of tamarisk are dominant.

This vegetation community is located within the sink within the IID substation development area.

Land Cover Types

Agriculture

Agriculture land is typically on alluvial soils within historic floodplains and therefore generally encompass large, flat, tracks of land.

This land cover type is found off-site, within the agriculture fields to the east of SR 86 in the Study Area. These areas appear to be actively managed and do not appear to support native plant species of any kind.

Bare Ground

Bare ground is characterized as a physically altered area that no longer supports any significant amount of vegetation and is now almost entirely composed of hard-packed soil or rocks.

This land cover type is found along the non-concrete portions of the channelized Coachella Valley Stormwater Channel, its associated berm, and within the western boundary of the Study Area where the soils have been severely compacted by heavy equipment.

Disturbed

Disturbed land refers to any land where the native vegetation has been significantly altered by agriculture, construction, or other anthropogenic activities. Disturbed land is typically found in vacant lots, roadsides, material storage areas, or abandoned fields.

This landcover type is found adjacent to SR 86 on and off ramps and along the west side of the northbound lanes of SR 86. Previous vegetation clearance was observed, and the soil conditions were disturbed.

Urban/Developed

The urban/developed land cover type consists of areas that have been developed or otherwise physically altered to the extent that they no longer support most vegetation. Developed land is characterized by the presence of permanent or semi-permanent structures, gravel lots, pavement, or hardscape.

Within the Study Area, urban/developed land is associated with the highways and streets, housing developments, bridges, and the concrete Coachella Valley Stormwater Channel. The groundcover generally contains pavement, asphalt, or modified soils.

Wildlife

Characteristic desert scrub and desert riparian woodland/scrub wildlife species were observed within the Study Area during the field survey. The Study Area provides suitable quality habitat for a suite of avian, reptile, and small mammal species. Wildlife detections were based on observations that occurred during the reconnaissance field survey or that are expected to occur on the Project Area based on presence of suitable habitat.

Fish and Amphibians

Suitable aquatic habitat for fish is absent from the Study Area. No fish or amphibian species were observed during the field survey.

Reptiles

No reptile species were directly observed during the field survey. Common reptile species that likely occur within the Study Area include side-blotched lizards (*Uta* spp.), western fence lizards (*Sceloporus occidentalis),* among others, including snakes.

Birds

The most notable and abundant species observed included Gambel's quail (*Callipepla gambelii*), greater roadrunner (*Geococcyx californianus*), verdin (*Auriparus flaviceps*), great-tailed grackle (*Quiscalus mexicanus*), black-tailed gnatcatcher (*Polioptila melanura),* doves (*Zenaida* sp.), and Abert's towhee (*Pipilo aberti*). Several verdin nests in mesquite trees were observed onsite in the northern portion of the Study Area.

Mammals

One mammal species, desert cottontail rabbit (*Sylvilagus audubonii*), was directly observed during the field surveys within the Study Area. Evidence of other mammal activity, such as potentially occupied, but unconfirmed, woodrat middens, and coyote scat/tracks were noted within the Study Area. Suitable foraging and potentially roosting habitat occur within the northern portion of the Study Area and along the Coachella Valley Stormwater Channel and adjacent structures to the west. No bats or signs of bat presence (guano droppings, urine staining) were observed during the field survey.

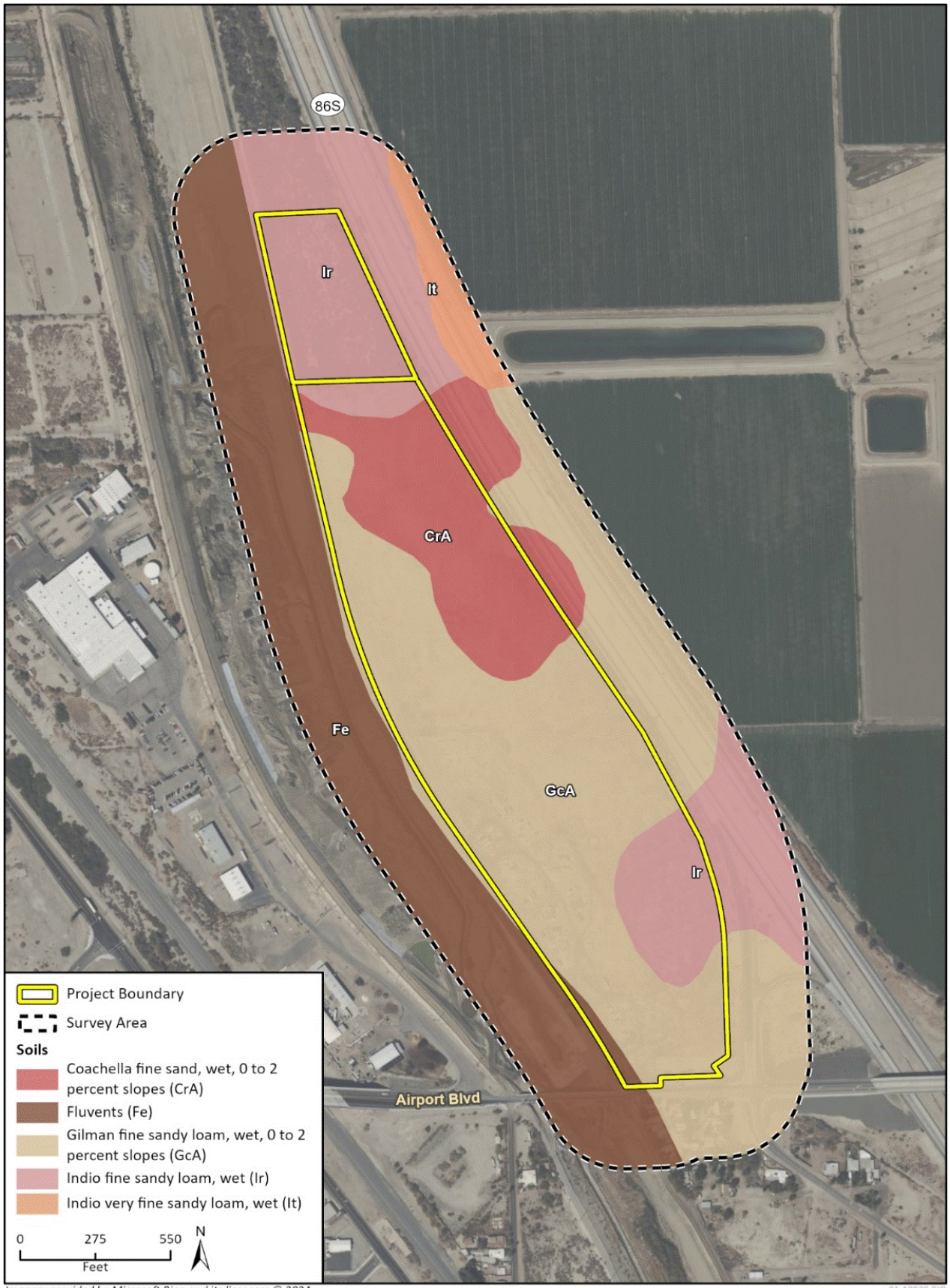
Hydrology

The Study Area is located within the Lower Whitewater River Watershed (Hydrologic Unit Code [HUC] 10-1810020108; USGS 2023b). The Coachella Valley Stormwater Channel travels from north to south within the western portion of the Study Area. The river has been channelized and currently supports a narrow incised channel with an earthen bottom that supports hydrophytic vegetation and is surrounded by large and compacted soil berms along both concrete banks of the floodplain in the northern portion of the Study Area and concrete banks in the southern portion of the Study Area. Its channelized bank width is approximately 485 feet. The Coachella Valley Stormwater Channel receives flow from its headwater drainages located throughout the Peninsular Range and from irrigation and stormwater runoff within the Coachella Valley and terminates within the Salton Sea, approximately 10 miles south of the Study Area.

A topographic sink was observed in the IID substation development area in the northern portion of the Study Area. Hydrophytic vegetation, drift deposits, soil cracking, and salt crusts were observed within the sink feature, indicating that prolonged water ponding occurs in this area following rain events. Hydrophytic vegetation and superficial soil cracking were observed within the southern portion of the proposed Project Area indicating that water also likely ponds within this area for brief periods of time following rain events. The majority of the water appears to enter into the sink through an approximately 2.5-foot-wide culvert on its eastern boundary, which conveys flow east to west beneath SR 86.

Soils

The U.S. Department of Agriculture (USDA), Natural Resources Conservation Service (NRCS) Web Soil Survey depicts five soil map units within the Study Area: Coachella Fine Sand, Wet, 0 to 2 Percent Slopes (CrA), Fluvents (Fe), Gilman Fine Sandy Loam, Wet, 0 to 2 Percent Slopes (GcA), Indio Fine Sandy Loam, Wet (Ir), and Indio Very Fine Sandy Loam, Wet (It; USDA, NRCS 2023a). A map depicting the location of the soil map units within the Study Area is provided in Exhibit 4.4-2, *Soil Map Units*.



Imagery provided by Microsoft Bing and its licensors © 2024.
Additional data from SSURGO, 2023.

21-10929 BIO
Fig 5 Soils

Soil Map Units
Coachella Airport Business Park

Exhibit
4.4-2

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Coachella Valley Multiple Species Habitat Conservation Plan (CVMSHCP)

The Study Area is located within the planning area of the CVMSHCP. The CVMSHCP is a comprehensive, joint Habitat Conservation Plan (HCP) and Natural Community Conservation Plan (NCCP) that focuses on the long-term conservation of ecological diversity, which includes the conservation of species and their associated habitats in Coachella Valley. A total of 27 covered species, which include plants, birds, animals, insects, and 23 natural communities are protected in perpetuity, as well as a reserve system consisting of 21 priority Conservation Areas. The CVMSHCP plan area encompasses approximately 1.2 million acres in the Coachella Valley and surrounding mountains (CVCC 2023).

Wildlife Corridors and Linkages

The Study Area contains the Coachella Valley Stormwater Channel, which likely supports locally and regionally migrating wildlife. The Coachella Valley Stormwater Channel within the Study Area is potentially a regional movement corridor due to its interconnecting nature between the Salton Sea and undeveloped riparian woodland, scrub, and desert wash habitat located upstream of the Study Area along the headwaters of the river. The channelized river and its associated vegetation community within the Study Area provides water and cover for wildlife species and represents an undeveloped strip of habitat within the largely developed surrounding commercial and agricultural areas. Additionally, the native vegetation communities (i.e., arrow weed thickets, California fan palm oasis, and mesquite thickets) located within the proposed IID substation development area portion of the Project Area contain mature trees and a stratified vegetation community, creating moderate to high-quality shelter for avian species and terrestrial species that may be migrating through the Coachella Valley Stormwater Channel corridor. In addition, copious mammal tracks were observed within the proposed substation development area and large flocks of avian species were observed within the native vegetation communities during the field surveys, indicating that this area is being utilized for local and potentially regional wildlife movement.

The remnant patches of native vegetation communities (i.e., arrow weed thickets, bush seepweed scrub, and quailbush scrub) within the Project Area are not anticipated to support substantial wildlife movement due to their small and isolated nature, their non-structured stature, and lack of suitable cover in some areas (i.e. bush seepweed).

Special-Status Species

Special-status species are those plants and animals listed, proposed for listing, or candidates for listing as Threatened or Endangered by the U.S. Fish and Wildlife Service (USFWS) under the Federal Endangered Species Act (ESA), those considered Species of Concern by the USFWS, those listed or candidates for listing as Rare, Threatened, or Endangered by CDFW under the California Endangered Species Act (CESA) and Native Plant Protection Act, animals designated as Fully Protected by the California Fish and Game Code (CFGC), animals listed as Species of Special Concern (SSC) by CDFW, CDFW Special Plants (specifically those with California Rare Plant Ranks [CRPR] of 1B, 2, 3, and 4 in the California Native Plant Society [CNPS] Inventory of Rare and Endangered Vascular Plants of California) and species identified as sensitive or “covered” by the MSHCP (CVMSCHP 2006).

Queries of the California Natural Diversity Database (CNDDB; CDFW 2023a) and CNPS Online Inventory of Rare, Threatened, and Endangered Plants of California (CNPS 2023a) were conducted for the USGS 7.5-minute *Indio, California* USGS quadrangle and surrounding eight quadrangles and the Information for Planning and Consultation (IPaC; USFWS 2023a) was searched for a list of federally

threatened and endangered species known to occur within or near the Study Area. The USFWS Critical Habitat Portal (USFWS 2023b) was reviewed for information on designated critical habitat areas.

The literature and database review identified 69 special-status plant and animal species that are known to occur in the vicinity of the Study Area. Of these 69 species, 18 species (one plant and 17 animals) were determined to have a potential to occur in the Study Area. Of these 18 species, one was determined to be present and six are considered to have a moderate potential to occur. A more detailed analysis of the CEQA and/or CVMSHCP covered special-status species that are present or have a moderate or high potential to occur is provided in the discussion below.

Special-Status Plant Species

Of the 34 special-status plant species that have been reported to occur in the vicinity of the Study Area, one species, Gravel milk vetch (*Astragalus sabulonum*) has a low potential to occur. No other special-status plant species are expected to occur within the Study Area due to lack of suitable habitat. The existing site conditions, soils, and overall quality of habitat lack the criteria for suitable substrates or vegetation communities for these special-status plant species to occur.

Special-Status Wildlife Species

Thirty-five special-status wildlife species have been reported to occur in the vicinity of the Study Area. Of these, the following seven species have a moderate potential to occur or are present; and are federally and/or state listed as Species of Special Concern (SSC) and/or are candidates for listing and at least partially covered by the CVMSHCP. These include:

- Burrowing owl (*Athene cunicularia;* SSC and CVMSHCP)
- Loggerhead shrike (*Lanius ludovicianus;* CVMSHCP)
- Black-tailed gnatcatcher (*Polioptila melanura;* CVMSHCP)
- Vermillion flycatcher (*Pyrocephalus rubinus;* SSC)
- Crissal thrasher (*Toxostoma crissale;* SSC and CVMSHCP)
- Western yellow bat (*Lasiurus xanthinus;* SSC and CVMSHCP)
- San Diego desert woodrat (*Neotoma lepida intermedia;* SSC)

Suitable habitat, which includes native vegetation communities, open areas for burrowing and foraging, nesting habitat, and trees, is present in the Study Area. One species, western yellow bat (*Lasiurus xanthinus*; SSC), has a potential to occur due to the presence of suitable habitat. The palm tree oasis within the Study Area north of the Project Area provides potentially suitable roosting habitat for this species. Refer to the BRA report for a full list of special-status wildlife species that have been reported in the region of the Project Area, their habitat requirements, and an evaluation of their potential to occur on site.

Sensitive Natural Communities and Critical Habitats

CDFW provides a list of vegetation Alliances, Associations, and Special Stands that are considered "Sensitive Natural Communities" based on their rarity and threat. Vegetation communities are considered sensitive biological resources if they have limited distributions, have high-wildlife value, include special-status species, or are particularly susceptible to disturbance. The field reconnaissance survey identified four special-status natural communities that are present in the Study Area.

The arrow weed thickets, bush seepweed scrub, California fan palm oasis, and mesquite thickets are all considered vulnerable in the state due to a restricted range, relatively few populations (often 80 or fewer), recent and widespread declines, or other factors making them vulnerable to extirpation (NatureServe 2023).

Table 4.4-1 lists each vegetation community and land cover type documented and provides their approximate acreage and the percent area covered in the Study Area. Exhibit 4.4-1 depicts the locations of each vegetation community and land cover type in the Study Area.

Critical Habitat refers to specific areas within the geographical range of a species at the time it is listed that include the physical or biological features that are essential to the survival and eventual recovery of that species. The Study Area is not located in an area designated or proposed as USFWS Critical Habitat (USFWS 2023a).

Protected Trees

Local tree ordinances for the City are limited to street trees and palm trees (Code of Ordinances 12.24 & 12.28; City 2023). These ordinances require regular trimming and maintenance and/or removal and no preservation is specified within the code.

Jurisdictional Waters and Wetlands

To aid in characterizing the nature and extent of jurisdictional waters potentially occurring within the Study Area, resources including the most recent *Indio, California* USGS 7.5-minute topographic quadrangle map (USGS 2023) and the USDA, NRCS Web Soil Survey (2023a) were reviewed.

Additionally, the National Hydrography Dataset (NHD) (USGS 2023) and the National Wetlands Inventory (NWI) (USFWS 2023c) were reviewed to determine if any potential wetlands and/or other waters have been previously mapped within the Study Area. Lastly, the State Soils Data Access Hydric Soils List (USDA, NRCS 2023b) was queried to determine if any of the soil map units within the Study Area are classified as hydric.

Since hydrophytic vegetation and a hydrology indicator were observed within the southern portion of the proposed Project Area, a wetland sample point (i.e., WSP-1) was taken in the area most representative of the potential wetland feature. The sample point met the hydrophytic vegetation and wetland hydrology USACE parameters; however, no hydric soil indicators were observed.

Two wetland sample points (i.e., WSP-2 and WSP-3) were taken within the sink in the proposed IID substation development area in the area most representative of that potential wetland. All three USACE wetland parameters were met at both sample points. The wetland will likely be considered a wetland water of the State under the regulation of the Regional Water Quality Control Board (RWQCB) pursuant to the Porter-Cologne Water Quality Control Act since the State takes jurisdiction over isolated three parameter wetlands. However, since there is no direct surface connection between the wetland and a Navigable Water (NW), a Traditional Navigable Water (TNW), or a perennial or relatively permanent tributary of a NW or TNW, the wetland will likely not be considered a wetland water of the U.S. under the regulation of the USACE. Additionally, the wetland will also not likely be considered CDFW jurisdictional streambed or riparian habitat since it is an isolated feature. The potential wetland water of the State is 929 feet long at its widest point and covers 4.58 acres (within the Study Area). The location of the potential wetland water of the State and all five sample points are depicted in Exhibit 4.4-3, *Jurisdictional Delineation*, and representative photographs of the wetlands are provided in the BRA report.

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33.65284,
-116.144081
Coordinate System: NAD 1983 State Plane California VI
Projection: Lambert Conformal Conic
Datum: North American 1983
1 inch = 550 feet
Created on January 23, 2024
Map Created by: Rincon Consultants, Inc.
USP-2
WSP-3
86S
Wetland Waters of the State Impact - 3.66 acres
Culvert Outlet
WSP-2
USP-1
WSP-1
Airport Blvd
Project Boundary
Survey Area
Impact
Non-Definable Erosional Gully
Culvert Outlet
Upland Sample Point
Wetland Sample Point
RWQCB Jurisdiction
Wetland Water of the State (4.58 ac/ 929 linear ft)
National Hydrology Dataset
Stream/River
0
275
550
Feet
N
33.640208
-116.133131
Imagery provided by Microsoft Bing and its licensors © 2024.
Additional data provided by National Hydrology Dataset, 2023.

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4.4.2 REGULATORY FRAMEWORK

Federal Regulations

Endangered Species Act (ESA)

The USFWS generally implements the federal ESA for terrestrial and freshwater species, while the National Marine Fisheries Service (NMFS) implements the federal ESA for marine and anadromous species. Projects that would result in "take" of any federally listed threatened or endangered species are required to obtain authorization from the USFWS or NMFS through either Section 7 (interagency consultation with a federal nexus) or Section 10 (Habitat Conservation Plan) of the federal ESA, depending on the involvement by the federal government in permitting and/or funding of the project. "Take" under the federal definition means to harass, harm (which includes habitat modification), pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in any such conduct. The permitting process is used to determine if a project would jeopardize the continued existence of a listed species and what measures would be required to avoid jeopardizing the species. Proposed or candidate species do not have the full protection of the federal ESA; however, the USFWS and NMFS advise project applicants if the species could be elevated to listed status at any time.

U.S. Army Corps of Engineers (USACE)

The USACE is responsible for administering several federal programs related to ensuring the quality and navigability of the nation's waters.

Clean Water Act (CWA) Section 404

Congress enacted the CWA "to restore and maintain the chemical, physical, and biological integrity of the Nation's waters." Section 404 of the CWA authorizes the Secretary of the Army, acting through the USACE, to issue permits regulating the discharge of dredged or fill materials into the "navigable waters at specified disposal sites."

Clean Water Act Section 502

Section 502: General Definitions of the CWA further defines "navigable waters" as "waters of the United States, including the territorial seas." "Waters of the United States" are broadly defined at 33 CFR Part 328.3 to include navigable, tidal, and interstate waters and certain impoundments, tributaries, and wetlands. The USACE's most recent regulatory definition of the term was promulgated in January 2023. However, in May 2023 the U.S. Supreme Court issued its ruling in *Sackett v. Environmental Protection Agency,* which invalidated portions of the updated regulations. To address this ruling, in September 2023 the agencies issued a "conforming rule" (88 FR 61964-61969) modifying their definition of "waters of the United States" to comport with the Court's ruling. This definition is currently in use.

The lateral limits of USACE jurisdiction in non-tidal waters is defined by the "ordinary high-water mark" (OHWM) unless adjacent wetlands are present. The OHWM is a line on the shore or edge of a channel established by the fluctuations of water and indicated by physical characteristics such as a clear, natural line impressed upon the bank, shelving, changes in the character of soil, destruction of vegetation, or the presence of debris (33 CFR 328.3(c)(4)). If wetlands occur within, or adjacent to, waters of the United States, the lateral limits of USACE jurisdiction extend beyond the OHWM to the outer edge of the wetlands (33 CFR 328.4 (c)).

Wetlands

The USACE defines wetlands as "those areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions" (33 CFR 328.3(c)(1)). The USACE's delineation procedures identify wetlands in the field based on indicators of three wetland parameters: hydrophytic vegetation, hydric soils, and wetland hydrology. Details regarding these parameters can be found in the BRA report.

Migratory Bird Treaty Act (MBTA)

The MBTA of 1918 implements four international conservation treaties that the U.S. entered into with Canada in 1916, Mexico in 1936, Japan in 1972, and Russia in 1976. It is intended to ensure the sustainability of populations of all protected migratory bird species. The MBTA prohibits the take (including killing, capturing, selling, trading, and transport) of protected migratory bird species without prior authorization by the USFWS.

The list of migratory bird species protected by the law, in regulations at 50 CFR Part 10.13, is primarily based on bird families and species included in the four international treaties.

The Migratory Bird Treaty Reform Act (MBTRA) requires the USFWS to publish a list of all non-native, human-introduced bird species to which the MBTA does not apply, and an updated list was published in 2020. The 2020 update identifies species belonging to biological families referred to in treaties the MBTA implements but are not protected because their presence in the United States or U.S. territories is solely the result of intentional or unintentional human-assisted introductions.

The USFWS implements the MBTA (16 United States Code Sections 703 through 711) and the Bald and Golden Eagle Protection Act (16 United States Code Section 668).

Bald and Golden Eagle Protection Act

The Bald and Golden Eagle Protection Act prohibits anyone, without a permit issued by the USFWS, from "taking" bald or golden eagles, including their parts (including feathers), nests, or eggs. The Act provides criminal penalties for persons who "take, possess, sell, purchase, barter, offer to sell, purchase or barter, transport, export or import, at any time or any manner, any bald eagle ... [or any golden eagle], alive or dead, or any part, nest, or egg thereof." The Act defines "take" as "pursue, shoot, shoot at, poison, wound, kill, capture, trap, collect, molest or disturb."

State Regulations

California Fish and Game Code (CFGC)

CDFW derives its authority from the CFGC. Key portions of the CFGC applicable to the proposed Project are summarized below.

Section 2050 et seq. - California Endangered Species Act (CESA)

The CESA (CFGC Section 2050 et seq.) prohibits the take of any plant or animal listed or proposed for listing as rare (plants only), threatened, or endangered. In accordance with CESA, CDFW has jurisdiction over state listed species (CFGC Section 2070). CDFW regulates activities that may result in take of individuals (i.e., hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill). Habitat degradation or modification is not expressly included in the definition of take under the CFGC. However, CDFW has interpreted take to include the killing of a member of a species as the proximate result of habitat modification.

Sections 3511, 4700, 5050, and 5515 – Fully Protected Species

Take of Fully Protected species is prohibited under CFGC Sections 3511, 4700, 5050, and 5515.

Sections 3503, 3503.5, and 3511 – Birds, Nests, and Eggs

CFGC Sections 3503, 3503.5, 3511 and 3513 restrict the take, possession, and destruction of birds, nests, and eggs. CFGC Section 3503.5 specifically protects all birds-of-prey and their eggs and nests against take, possession, or destruction. In addition, fully protected birds may not be taken or possessed except under specific permit (Section 3511). Section 3513 makes it a state-level offense to take any bird in violation of the federal MBTA.

Section 1900 et seq. – Native Plant Protection Act

The Native Plant Protection Act (CFGC Section 1900 et seq.) requires CDFW to establish criteria for determining if a species, subspecies, or variety of native plant is endangered or rare. Under Section 1913(c) of the Native Plant Protection Act, the owner of land where a rare or endangered native plant grows is required to notify the department at least 10 days in advance of changing the land use to allow for salvage of plant(s).

Sections 3511,4700,5050,5515 et seq. – Fully Protected Species Laws

CDFW enforces Sections 3511, 4700, 5050, and 5515 of the Fish and Game Code, which prohibit take of species designated as Fully Protected. CDFW is not allowed to issue an Incidental Take Permit for Fully Protected species; therefore, impacts to these species must be avoided. The exception is situations where an NCCP is in place that authorizes take of the fully protected species.

Section 1600 et seq. – Lake and Streambed Alteration

Perennial, intermittent, and ephemeral streams and associated riparian vegetation, when present, fall under the jurisdiction of CDFW. Section 1600 et seq. of the CFGC which gives CDFW regulatory authority over work in the bed, bank, and channel (which could extend to the 100-year floodplain), consisting of, but not limited to, the diversion or obstruction of the natural flow or changes in the channel, bed, or bank of any river, stream or lake. CFGC Section 1602 specifically states it is unlawful for any person to "substantially divert or obstruct the natural flow of, or substantially change or use any material from the bed, channel, or bank of, any river, stream, or lake" without first notifying CDFW of that activity. If CDFW determines the activity may substantially adversely affect an existing fish or

wildlife resource, the entity may be required to obtain a Lake/Streambed Alteration Agreement (LSAA) from CDFW, which will include reasonable measures necessary to protect the affected resource(s), before the entity may conduct the activity.

Species of Special Concern (SSC)

SSC is a category CDFW uses for those species considered to be indicators of regional habitat changes or considered to be potential future protected species. SSC do not have any special legal status except that which may be afforded by the CFGC, as noted above. CDFW intends the SSC category as a management tool to include these species for special consideration when decisions are made concerning the development of natural lands.

Regional Water Quality Control Board

The State Water Resources Control Board (SWRCB) and nine RWQCBs have jurisdiction over "waters of the State," which are defined as any surface water or groundwater, including saline waters, within the boundaries of the state (California Water Code sec. 13050(e)). These agencies also have responsibilities for administering portions of the CWA.

Clean Water Act Section 401

Section 401 of the CWA requires an applicant requesting a federal license or permit for an activity that may result in any discharge into navigable waters (such as a Section 404 Permit) to provide state certification that the proposed activity will not violate state and federal water quality standards. In California, CWA Section 401 Water Quality Certification (Section 401 Certification) is issued by the RWQCBs and by the SWRCB for multi-region projects. If a Section 401 Certification is issued it may include binding conditions, imposed either through the Certification itself or through the requested federal license or permit.

Porter-Cologne Water Quality Control Act

The Porter-Cologne Water Quality Control Act (Porter-Cologne Act) is the principal law governing water quality regulation in California. It establishes a comprehensive program to protect water quality and the beneficial uses of water. The Porter-Cologne Act applies to surface waters, wetlands, and ground water and to both point and nonpoint sources of pollution. Pursuant to the Porter-Cologne Act (California Water Code section 13000 *et seq*.), the policy of the State is as follows:

- The quality of all the waters of the State shall be protected
- All activities and factors affecting the quality of water shall be regulated to attain the highest water quality within reason

The SWRCB works in coordination with the nine RWQCBs to preserve, protect, enhance, and restore water quality throughout the state. Each RWQCB makes decisions related to water quality for its region, and may approve, with or without conditions, or deny projects that could affect waters of the State. Their authority to regulate activities that could result in a discharge of dredged or fill material comes from the CWA and the Porter-Cologne Water Quality Act.

The RWQCBs have primary responsibility for individual permitting, inspection, and enforcement actions within each of nine hydrologic regions. The SWRCB and RWQCBs have numerous nonpoint source related responsibilities, including monitoring and assessment, planning, financial assistance, and management.

The Porter-Cologne Water Quality Act broadly defines waters of the State as "any surface water or groundwater, including saline waters, within the boundaries of the state" (SWRCB 2023). Because the act applies to any water, whereas the CWA applies only to certain waters, California's jurisdictional reach overlaps and may exceed the boundaries of waters of the United States. Within the region of the Project Area, the SWRCB and the local Colorado River RWQCB have jurisdiction over waters of the State, with federal authority under CWA Section 401 and State authority under the Porter-Cologne Water Quality Act.

Section 13260 of the Porter-Cologne Act requires any person discharging or proposing to discharge waste that could affect the quality of waters of the State to file a Report of Waste Discharge with the appropriate RWQCB. The RWQCB may then authorize the discharge, subject to conditions, by issuing Waste Discharge Requirements (WDRs).

Non-Wetland Waters of the State

Currently the SWRCB and RWQCBs have not established regulations for field determinations of waters of the state except for wetlands. In many cases the RWQCBs interpret the limits of waters of the State to be bounded by the OHWM unless isolated conditions or ephemeral waters are present. However, in the absence of statewide guidance each RWQCB may interpret jurisdictional boundaries within their region and the SWRCB has encouraged applicants to confirm jurisdictional limits with their RWQCB before submitting applications. As determined by the Colorado River RWQCB, the lateral limits of waters of the State is consistent with the OHWM, similar to the USACE.

Wetland Waters of the State

Procedures for defining wetland waters of the State pursuant to the SWRCB's *State Wetland Definition and Procedures for Discharges of Dredged or Fill Material to Waters of the State* went into effect May 28, 2020. The SWRCB defines an area as wetland if, under normal circumstances:

1. the area has continuous or recurrent saturation of the upper substrate caused by groundwater, or shallow surface water, or both;
2. the duration of such saturation is sufficient to cause anaerobic conditions in the upper substrate; and
3. the area's vegetation is dominated by hydrophytes or the area lacks vegetation.

Local Regulations

Coachella Valley Multiple Species Habitat Conservation Plan (CVMSHCP)

The CVMSHCP and Final EIR/EIS were approved and fully adopted in 2006 with the MSHCP/NCCP Permit issued by CDFW in 2008 and a major amendment approved in 2016. The CVMSHCP is a comprehensive, joint- HCP and NCCP that focuses on the long-term conservation of ecological diversity, which includes the conservation of species and their associated habitats in Coachella Valley. The CVMSHCP plan area encompasses approximately 1.2 million acres in the Coachella Valley, which includes Cathedra City, Coachella, Desert Hot Springs, Indian Wells, Indio, La Quinta, Palm Desert, Palm Springs, Rancho Mirage and unincorporated Riverside County lands and surrounding mountains. The CVMSHCP is designed to protect 27 species and their core habitats, 240,000 acres of open space, and 27 sensitive vegetation communities that include protection and conservation of these species and habitats in a reserve system of 21 priority conservation areas (CVCC 2023).

The CVMSHCP serves as an HCP pursuant to Section 10(a)(1)(B) of the federal ESA as well as an NCCP under the Natural Communities Conservation Plan Act of 2001 for Covered Activities in the Coachella

Valley. The CVMSHCP allows the participating jurisdictions ("permittees") to authorize take of plant and wildlife species identified in the CVMSHCP Plan Area under specific conditions/measures. Under the CVMSHCP, USFWS and CDFW will grant "take authorization" for otherwise lawful actions in exchange for the assembly and management of coordinated CVMSHCP conservation areas. The CVMSHCP is administered by the Coachella Valley Conservation Commission on behalf of the participating public agencies.

City of Coachella 2035 General Plan Update

The Sustainability + Natural Environment Element of the City of Coachella 2035 General Plan Update contains the following applicable energy efficiency goals and policies:

Goal 9: Plant and Wildlife Habitat Areas. Protected plant and wildlife habitat areas that are protected, productive, viable natural resources and exist harmoniously with adjacent development.

- Policy 9.1: Buffers from new development. Require new developments adjacent to identified plant and wildlife habitat areas to maintain a protective buffer.
- Policy 9.5: Multiple species habitat conservation plan. Support and adhere to the Coachella Valley Multiple Species Habitat Conservation Plan.
- Policy 9.7: Landscape design. Encourage new developments to incorporate native vegetation materials into landscape plans and prohibit the use of species known to be invasive according to the California Invasive Plant Inventory.

City of Coachella Municipal Code

The Project Area occurs within the jurisdiction of the City of Coachella. The Coachella Municipal Code includes ordinances intended to protect or conserve natural resources to varying degrees.

Code of Ordinances 12.24 and 12.28

Local tree ordinances for the City of Coachella are limited to street trees and palm trees. These ordinances require regular trimming and maintenance and/or removal and no preservation is specified within the code.

4.4.3 IMPACT ANALYSIS

Thresholds of Significance

The impact analysis provided below is based on the following State CEQA Guidelines Appendix G thresholds of significance. Biological resource impacts are considered to be significant if implementation of the proposed Project would result in any of the following:

- 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 CDFW or USFWS;
- A substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by CDFW or USFWS;
- A substantial adverse effect on state or federally protected wetlands (including, but not limited to marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means;

- 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;
- Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance; or
- Conflict with the provisions of an adopted HCP, NCCP, or other approved local, regional, or state habitat conservation plan.

Methodology

The analysis of biological resource impacts is based on information and data collected during the literature and database reviews conducted to identify special-status plants, wildlife, and habitats that have been reported to occur in the vicinity and region of the Study Area (as summarized in Section 4.4.1, *Setting*) and a general biological resources reconnaissance survey Jurisdictional Delineation within the Study Area.

Reconnaissance-Level Field Survey

A reconnaissance-level field survey was conducted between the hours of 0800 and 1200 on July 7, 2023. The field survey was conducted to characterize the existing conditions within the Study Area and to investigate the presence, or potential presence, of special-status plant and wildlife species, sensitive plant communities, jurisdictional waters and wetlands, wildlife migration and movement corridors, and nesting bird habitat. All biological resources observed were documented and the vegetation communities/land cover types within the Study Area were photographed and recorded and an inventory of all plant and wildlife species observed was compiled. Each vegetation mapping unit was analyzed for characteristics to define the applicable vegetation community, such as dominant or co-dominant plant species and community membership rules. Additionally, land covers were characterized in areas that appeared to be altered by anthropogenic activities and were dominated by non-native or ornamental vegetation (e.g., ornamental, disturbed).

Weather conditions during the survey included temperatures ranging between 90 to 105 degrees Fahrenheit, winds between zero to five miles per hour, and sunny skies.

Jurisdictional Delineation

A jurisdictional delineation was conducted between the hours of 0900 and 1300 on November 1, 2023. The Study Area was surveyed on foot for potential non-wetland and wetland jurisdictional features. Current federal and State policies, methods, and guidelines were used to identify and delineate potential jurisdictional features and are summarized in the subsections below and in detail in Appendix D of the BRA report, included as Appendix C. During the field delineation, photographs of potential jurisdictional features and the surrounding areas were taken. Data collection was focused on potential jurisdictional features and sample points were chosen in areas that served as a best representation of the conditions of that feature. The extent of the potential jurisdictional features and wetland and upland sample points were mapped in the field with the use of a GPS unit with sub-meter accuracy.

Impacts

Impact 4.4.1 Implementation of the proposed project would not have a substantial adverse effect, either directly or through habitat modifications, on species identified as a candidate, sensitive, or

special-status species in local or regional plans, policies, or regulations, or by CDFW or USFWS (Less than Significant Impact with Mitigation Incorporated)

Special-Status Species

Seven special-status species (five birds and two mammals) were determined to have a potential to occur in the Study Area. Of these seven species, one was determined to be present and six are considered to have a moderate potential to occur. One species, black-tailed gnatcatcher, is present. No other species or their respective sign (nests, burrows, pellets, whitewash, guano/urine staining) were observed. This species is only covered by the CVMSHCP. Species with a moderate potential to occur and potential for direct or indirect impacts as a result of the Project include:

- Burrowing owl
- Loggerhead shrike
- Vermillion flycatcher
- Crissal thrasher
- Western yellow bat
- San Diego desert woodrat

These species have a potential to occur based on a variety of factors, including suitable habitat (bare ground, trees, vegetation) soils, or other necessary microhabitat conditions, and/or the Project Area location being within the species known geographic and/or elevation range(s). The following describes potential project impacts to special-status species.

Avian Species

Nesting birds and raptors have the potential to nest in shrubs and trees and/or burrow on bare ground throughout and near the Study Area. These include special status species such as burrowing owl, loggerhead shrike, vermillion flycatcher, and crissal thrasher. Numerous nests of avian species, including verdins nesting in the mesquite thickets, were observed in the substation parcel. No special status birds or raptors were observed, with the exception of black-tailed gnatcatcher, but suitable open habitats, trees, shrubs, and other vegetation provide the micro habitats for these species to occur throughout the Project Area.

The nests of most native birds and raptors are protected by federal and state laws. Vegetation and open areas within and surrounding the Project Area have the potential to provide refuge cover from predators, perching sites, and favorable conditions for avian nesting that could be affected by the proposed Project. Potential impacts to nesting birds, including common passerine species protected under the MBTA and CFGC, could occur if nests are located on the Project Area and/or in the immediate vicinity during construction activities.

Direct impacts could occur to the avian special-status species (i.e., burrowing owl, loggerhead shrike, black-tailed gnatcatcher, vermilion flycatcher, and crissal thrasher) if active nests are present during vegetation removal or ground disturbing activities.

Direct impacts may also occur if active nests are located within close proximity to the Project Area and are abandoned due to visual and/or acoustic Project-related actions such as construction noise, lighting, and fugitive dust. These impacts could lead to individual mortality and/or harassment that might reduce nesting success.

Therefore, impacts to special-status birds and raptors would be potentially significant without mitigation. However, implementation of Mitigation Measures BIO-1, BIO-2, BIO-5, and BIO-6 would reduce potential impacts to less than significant levels by providing for nesting bird avoidance/pre-

construction nesting bird surveys, burrowing owl pre-construction surveys, and minimization measures, including implementation of a Worker's Environmental Awareness Program (WEAP), and payment of the CVMSHCP Local Development Mitigation Fee.

Bats

Several bat species, including the special-status and CVMSHCP covered western yellow bat, may forage and roost in the palm trees and surrounding habitat within the Study Area. Bats can roost under broad leaves, under exfoliating bark/tree holes, and crevices. They prefer materials that provide some thermoregulation like thick wood, or crevices in concrete bridges, and signs of bats with staining and guano usually indicate their presence. This species was not observed during the site reconnaissance surveys, however suitable roosting and foraging habitat occurs within the proposed IID substation on an approximate 5.6-acre portion of the site at its northern end.

Western yellow bat has a moderate potential to occur in California palm oasis located outside of the Project Area, but within 300-feet of the northernmost boundary.

Impacts to a small amount of foraging habitat would not decrease the regional population below self-sustaining levels. Therefore, impacts on foraging habitat would be less than significant based on the relatively small acreage of habitat that will directly be impacted through vegetation removal. However, Project construction activities may impact roost structures and mature vegetation. Direct impacts to western yellow bat may occur if an active roost is located within the California fan palm oasis that occurs just north of the Project Area, due to visual and/or acoustic Project-related disturbance.

Impacts to special-status bat species would be considered significant without mitigation. However, implementation of Mitigation Measure BIO-3 would reduce potential impacts to less than significant levels by requiring pre-construction bat emergence surveys for any construction activity that would occur within 300-feet of the suitable roosting habitat that was identified to occur within the California fan palm oasis during bat maternity season (April 1 through August 31).

San Diego Desert Woodrat

San Diego desert woodrat, an SSC species, occurs in coastal scrub of Southern California from San Diego County to San Luis Obispo County. This species prefers moderate to dense canopies. The San Diego desert woodrat is particularly abundant in rock outcrops, rocky cliffs, and slopes and typically associates with cacti patches and dense undergrowth although it can be found in less rocky habitats.

Numerous woodrat stick nests "middens" were observed along the northern fence separating the Business Park and the IID substation Project areas. There were no physical signs of woodrats present in the middens (e.g. presence of droppings outside of midden), thus the active status of the middens is unconfirmed. The San Diego desert woodrat has a moderate potential to occur in the scrub habitats throughout the IID substation portion of the Project area. This area has moderate to dense canopies within the mesquite thicket and tamarisk thicket habitats. Impact to this species could be significant if San Diego desert woodrats occupy middens within the Project Area.

Impacts could potentially occur as a result of vegetation removal and ground disturbances from construction activities. However, with the implementation of Mitigation Measure BIO-4, by requiring a woodrat preconstruction survey, avoidance buffers, and a midden "daylighting" process to allow passive relocations of individuals prior to disturbance of the area, impacts would be reduced to less than significant levels.

Mitigation Measures

BIO-1 Nesting Bird Avoidance/Pre-construction Surveys

Prior to issuance of the Project's grading permit, the following measures shall be implemented:

To avoid disturbance of nesting and special-status bird species protected by the MBTA and CFGC, activities related to the Project, including but not limited to, vegetation removal, ground disturbance, and construction shall not occur during the bird breeding season (January 15 through August 31) unless a pre-construction nesting bird survey is conducted within seven days prior to ground disturbance.

A qualified biologist, who is familiar with the identification of avian species in the Coachella Valley, will conduct the preconstruction nesting bird survey within seven days prior to ground disturbance to evaluate the presence/absence, location, and status of any active nests on or adjacent to the Project Area. The extent of the survey area surrounding the Project Area shall be determined by the qualified biologist to ensure that direct and indirect effects to nesting birds are avoided. If an active nest(s) is discovered, a suitable buffer shall be established around the active nests, as determined by the biologist, and construction activity will not occur within the buffer until the biologist has determined that the nest is no longer active. Buffer size shall consider the species involved and relevant level of tolerance to adjacent activity, the location of the nest relative to proposed activities, and site conditions that naturally buffer the location, such as vegetation screening, topography, etc. If construction activities are delayed or paused for more than 14 days during the nesting season, the nest survey will be re-initiated for areas that still contain potential nesting habitat. No parking, storage of materials, or construction activities shall occur within this buffer until the qualified biologist has confirmed that breeding/nesting is completed, and the young have fledged the nest. Encroachment into this buffer shall occur only at the discretion of the qualified biologist, if it is determined that encroachment will not adversely impact the nesting birds.

BIO-2 Burrowing Owl Pre-construction Survey

In accordance with Section 4.4 Required Avoidance, Minimization, and Mitigation Measures of the CVMSHCP, a pre-construction survey will be conducted within 500 feet of the Project disturbance footprint to identify burrows that could be utilized by burrowing owl. Potentially suitable burrows shall be checked by a qualified biologist to see if they are occupied or not prior to the start of Project disturbance activities. If the burrow is unoccupied, the burrow shall be made inaccessible to burrowing owl, and the Project may proceed. If either a nesting or escape burrow is occupied, the burrowing owl shall be relocated pursuant to accepted CDFW protocols. A burrow is assumed occupied if records indicate that at least one burrowing owl has been observed occupying a burrow on site during the past three years. If there are no records for the site, surveys must be conducted to determine, prior to construction, if burrowing owl are present. Active burrows shall be avoided during the burrowing owl breeding season (January 15 to August 31) with an appropriate buffer zone as determined by a qualified biologist. If occupied burrows cannot be avoided, determination of the appropriate method of relocation, such as eviction/passive relocation or active relocation, shall be based on the specific site conditions (e.g. distance to nearest suitable habitat and presence of burrow) and in coordination with CDFW and the City. Passive relocation may only occur in the non-breeding season (September to January).

BIO-3 Emergence Bat Survey

A special-status bat species emergence survey shall be conducted if construction activities are to occur within 300 feet of the California fan palm oasis during the bat maternity season (April 1 through August 31). The emergence survey will be conducted in areas of suitable roosting habitat during the maternity season to document the presence of special-status bat species maternal roosting habitat. The emergence survey will be conducted 30 minutes before sunset and last for up to two hours after sunset. Any special-status bat species observed during the maternity roosting season within or adjacent to the Project Area should be avoided and provided a minimum buffer as determined by the qualified biologist (a 100-foot to 300-foot buffer is recommended) prior to the commencement of construction.

BIO-4 Woodrat Middens

Woodrat middens (nests) are large nests or dens made of woody debris, such as sticks, dead cacti, and bark. Middens were observed along the northern fence separating the business park and the IID substation Project Areas within the Project impact area. Within 30 days prior to initial site disturbance, a pre-construction survey shall be conducted for woodrat middens. All occupied woodrat middens shall be mapped and flagged for avoidance to the extent feasible, with a minimum of 10-feet surrounding the active midden. If avoidance is not feasible, middens will be "daylighted" by a qualified biologist one night before anticipated vegetation removal to allow for the rats to escape and passively relocate prior to disturbance of the area.

BIO-5 Worker Environmental Awareness Program

The Project Applicant shall implement a WEAP for the construction crew that will be developed by a qualified biologist. Each employee (including temporary, contractors, and subcontractors) will receive the WEAP presentation on the first day of project work. They will be advised of sensitive species in the area and avoidance measures being implemented to protect them at the site. At a minimum, the WEAP will include the following topics: occurrence of the listed and sensitive species in the area, their general ecology, sensitivity of the species to human activities, legal protection afforded these species, penalties for violations of federal and State laws, reporting requirements, and project features and conditions designed to reduce direct and indirect impacts to these species, role of the qualified biologist, and worker responsibilities to maintain compliance with mitigation measures while working at the site.

BIO-6 CVMSHCP Development Fee

The Project Applicant shall pay the CVMSHCP Local Development Mitigation Fee pursuant to Chapter 4.48 of the Coachella Municipal Code.

Impact 4.4.2 Implementation of the proposed project would not have a substantial adverse effect, through direct impacts to sensitive natural communities designated as sensitive or protected in local or regional plans, policies, or regulations, or by CDFW (Less than Significant Impact with Mitigation Incorporated).

Direct impacts through vegetation removal of approximately 6.21 acres of arrow weed thicket, bush seepweed scrub, and mesquite thickets located within the Project Area will occur. No impacts to California fan palm oasis are anticipated to occur as this sensitive vegetation community is located north of the IID substation area and is therefore outside of the Project Area. All three of these sensitive natural communities are covered by the CVMSHCP, and therefore, impacts to these communities in areas outside of designated Conservation Areas are mitigated through

implementation of the CVMSHCP. Since the Project Area is located within the boundaries of the CVMSHCP and outside of any designated Conservation Areas, the Project will be required to pay the Local Development Mitigation Fee (LDMF) to offset the impacts to sensitive vegetation communities by providing funding for the acquisition and long-term management of conservation of land. Implementation of Mitigation Measure BIO-6 would mitigate impacts to sensitive vegetation communities to less than significant levels.

Mitigation Measures

Refer to Mitigation Measure BIO-6.

Impact 4.4.3 Implementation of the proposed project would not have a substantial adverse effect to state protected wetlands through the direct removal, filling, hydrological interruption or other means (Less than Significant Impact with Mitigation Incorporated)

As discussed above, the total area of the potential wetland waters of the State is 929 feet long at its widest point and covers 4.58 acres (within the Study Area). As shown in Table 4.4.2, *Proposed Permanent Impacts to USACE, RWQCB, and CDFW Jurisdictions,* and Exhibit 4.4.3, *Jurisdictional Delineation, a*pproximately 3.66 acres of direct impacts to these wetland waters of the State (within the IID substation area) are anticipated as a result of the Project. Direct impacts are anticipated to occur through vegetation removal and the placement of discharges and/or fill within the wetland to create a building platform for the proposed IID substation. This represents a significant impact that requires mitigation. As required in Mitigation Measure BIO-9, a dredge/fill application must be submitted to the Colorado River RWQCB requesting an Individual Waste Discharge Requirement (WDR) permit to authorize impacts to waters of the State per the Porter-Cologne Water Quality Control Act. Compensatory mitigation is required for permanent impacts to wetland waters of the State to receive a WDR permit.

Table 4.4-2 Proposed Permanent Impacts to USACE, RWQCB, and CDFW Jurisdictions

Feature	USACE Jurisdiction		RWQCB Jurisdiction		CDFW Jurisdiction
	Non-Wetland Waters of the U.S. (acres/lin. ft.)	Wetland Waters of the U.S. (acres)	Non-Wetland Waters of the State[1] (acres/lin. ft.)	Wetland Waters of the State (acres)	Streambed/Riparian Habitat (acres/lin. ft.)
Wetland	-	-	-	3.66	-
Total	**-**	**-**	**-**	**3.66**	**-**

With the implementation of Mitigation Measures BIO-7, BIO-8, and BIO-9, the Project would avoid and minimize further impacts to wetland waters of the state by implementing invasive species control, best management practices, Habitat Mitigation and Monitoring Plan, and requiring a WDR permit, as described in the measure below. Therefore, impacts would be reduced to a less than significant level.

Mitigation Measures

BIO-7 Invasive Plant Species Control

Invasive plant species, for the purpose of this document, shall include all species with a California Invasive Plant Council (Cal-IPC) rating of moderate or high. Construction personnel and equipment shall be free of invasive plant seeds, propagules, and any material which may contain them (e.g., soil). Prior to entering the Project Area equipment will be inspected to confirm it is free of mud, dirt, and

debris. Tire track stations will be installed at Project Area entrances and exits. Staging areas and access routes shall avoid weed infestations and infestations within the work area(s) shall be flagged and avoided to the maximum extent feasible. Only certified weed-free materials (e.g., fiber rolls, straw, and fill) will be used for the Project.

BIO-8 General Best Management Practices

Standard construction Best Management Practices will be implemented by the contractor to minimize potential impacts to sensitive species. Standard Construction Best Management Practices shall include the following:

- Vehicle speeds will not exceed 10 miles per hour (mph) adjacent to any occupied burrowing owl habitat. Clear signage will be installed and maintained throughout the construction period.
- Placement of drip pans under parked equipment and vehicles.
- Regular inspection and maintenance of equipment to avoid spills and immediate containment of any spills.
- Chemicals and pesticides will not be used.
- Pets and firearms will not be allowed at the site.
- Trash will be removed from the site daily or be stored in wildlife proof containers
- Stormwater protection (i.e. straw waddles, silt fence) will be employed to prevent spills, runoff, or sediment from entering nearby aquatic habitats. These materials will be weed free and no Project debris or rubbish will be allowed to enter into or be placed where it may be washed by rainfall or runoff in the wetlands.
- Staging/storage areas for equipment and materials will be located at least 100 feet away from the riparian areas. Equipment will be checked and maintained daily to prevent leaks of pollutants into the wetlands.
- No equipment maintenance will be carried out within 100 feet of the riparian area.
- All pipes, culverts, or similar structures with a four-inch diameter or greater that are stored on the construction site overnight shall be thoroughly inspected for wildlife or nesting birds before the pipe is subsequently curried, capped, or otherwise used or moved in any way.
- To prevent inadvertent entrapment of wildlife during construction, all excavated, wells, steep-walled holes or trenches more than two feet deep shall be covered with plywood or similar materials at the close of each working day.
- Any construction lighting will be directed toward the work area and away from adjacent habitats.

BIO-9 Habitat Mitigation and Monitoring Plan

Mitigation for wetland waters of the state impacts will occur as specified during the WDRs permitting process and may occur at a suitable on-site or off-site location where habitat values meeting or exceeding those on site are achievable, or at an approved Conservation or Mitigation Bank. A Habitat Mitigation and Monitoring Plan (HMMP) will be prepared that specifies restoration and monitoring requirements for approval by the City and RWQCB prior to Project initiation. The HMMP will incorporate the WDR permit compensatory mitigation requirements for impacts to the wetland waters of the State, if pursued, along with the impacts to the sensitive natural communities. The HMMP will include, at a minimum, the following information:

- Description of the project/impact site (i.e., location, responsible parties, and areas to be impacted by habitat type)
- Goal(s) of the compensatory mitigation project (i.e., the acreage of the mitigated habitat to be restored);
- Description of the proposed compensatory mitigation site(s) (i.e., location and size, ownership status, existing conditions of the compensatory mitigation site);
- Implementation plan for the compensatory mitigation site (i.e., rationale for expecting implementation success, responsible parties, schedule, site preparation, planting plan [container sizes, seeding rates, etc.]);
- Maintenance activities during the monitoring period, including weed removal and irrigation as appropriate;
- Monitoring plan for the compensatory mitigation site (i.e., performance standards, target acreages to be established and/or preserved, annual monitoring reports);
- Success criteria based on the goals and measurable objectives;
- Funding mechanisms; and
- An adaptive management and remedial measure component.

Impact 4.4.4 Implementation of the proposed project would not 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 (Less than Significant Impact with Mitigation Incorporated)

The Study Area contains the Coachella Valley Stormwater Channel, which likely supports locally and regionally migrating wildlife. The native vegetation communities within the proposed IID substation development area (i.e., arrow weed thickets and mesquite thickets) provide moderate to high quality shelter and interim foraging habitat for migrating wildlife, as compared to the larger portion of the Project Area to the south which contains less vegetative cover and lower quality shelter and interim foraging habitat for migrating wildlife. Vegetation within the entire Project Area is not anticipated to support substantial wildlife movement due to the isolated nature, adjacent disturbances, non-structured stature, and lack of suitable cover in some areas, such as the bush seepweed. Moreover, the Project will not affect use of the Coachella Valley Stormwater Channel as a potential wildlife migration route.

The Project will directly impact approximately 2.89 acres of the vegetation communities described above and located within the proposed IID substation portion of the Project Area, which contains mature trees and a stratified vegetation community that provides moderate to high-quality shelter for avian species and terrestrial species that may be migrating through the adjacent Coachella Valley Stormwater Channel corridor. These vegetation communities will be directly impacted through vegetation removal and grading and therefore, the Project has the potential to impact wildlife movement. However, impacts to these vegetation communities are fully mitigated through payment of the CVMSHCP LDMF, as required by Mitigation Measure BIO-6, as described above. In addition, the impacts would also be mitigated through the implementation of Mitigation Measures BIO-1, BIO-7, and BIO-8 which require implementation of wildlife friendly practices during construction (i.e. speed limits, avoidance buffers, control of exotics, etc.).

Implementation of Mitigation Measures BIO-1, BIO-6, BIO-7, and BIO-8 would reduce potential impacts to wildlife movement to less than a significant level by minimizing the potential for Project

construction to result in adverse effects to wildlife movement. Impacts would be reduced to a less than significant level.

Mitigation Measures

Refer to Mitigation Measures BIO-1, BIO-6, BIO-7, and BIO-8.

Impact 4.4.5 Implementation of the proposed project would not conflict with local policies or ordinances protecting biological resources (No Impact)

The Project Area is located within the City of Coachella and is subject to its' local tree ordinances for the City, which is limited to street trees and palm trees (Code of Ordinances 12.24 and 12.28). These ordinances require regular trimming and maintenance and/or removal and no preservation is specified within the code. The trimming or removal of any trees on site would thereby not conflict with local tree ordinances, thus would not conflict with the local policies or ordinances protecting trees. No impact would occur.

Mitigation Measures

No mitigation is required.

Impact 4.4.6 Implementation of the proposed project would not conflict with the provisions of the CVMSHCP (Less than Significant Impact with Mitigation Incorporated)

The Project is located within the CVMSHCP but is not located within a Conservation Area. As a result, proposed activities at the Project site would avoid direct impacts to the CVMSHCP Conservation Areas and would not otherwise conflict with the CVMSHCP Conservation Objectives. Six species (burrowing owl, loggerhead shrike, black-tailed gnatcatcher, vermillion fly catcher, crissal thrasher, and western yellow bat); and three natural sensitive communities (mesquite thickets, arrow weed scrub, and bush seepweed scrub), all have a moderate potential to occur or are present in the Project Area and are covered by the CVMSHCP. Potential direct and indirect impacts to these species and sensitive vegetation communities would be minimized or mitigated through the implementation of Mitigation Measures BIO-1, BIO 2, BIO-3, BIO-4, BIO-5, BIO-6, BIO-7, BIO-8, and BIO 9, which provide for pre-construction nesting bird/pre-construction nesting bird surveys, pre-construction burrowing owl survey(s), emergence bat survey(s), pre-construction woodrat midden survey(s), an Worker's Environmental Protection Awareness Program, payment of CVMSHCP Development fees, Invasive species control, General Best Management Practices, and a Habitat and Mitigation Monitoring Plan. Therefore, the proposed Project would not conflict with the provisions of the CVMSHCP or other approved NCCP or local, regional, or state habitat conservation plan.

Mitigation Measures

Refer to Mitigation Measures BIO-1 through BIO-9.

4.4.4 CUMULATIVE IMPACTS

The following factors are considered with respect to analyzing cumulative impacts to biological resources:

- The cumulative contribution of other approved and proposed projects to fragmentation of open space in the project vicinity
- The loss of sensitive habitats and species
- The contribution of the project to urban expansion into natural areas
- Isolation of open space in the vicinity by proposed/future projects

Over the last half-century or more, naturally vegetated open areas have diminished as the landscape surrounding the proposed Project Area has been built upon with residential, educational, and commercial uses. Similar to the proposed Project, other developments within the City and adjacent areas of unincorporated Riverside County would also be required to comply with all applicable laws and regulations governing biological resources. Individual development proposals in the region are reviewed separately by the appropriate jurisdiction and undergo appropriate environmental review when it is determined that the potential for significant impacts exist. If future projects would result in impacts to sensitive biological resources, impacts to such resources would be addressed on a case-by-case basis. It is anticipated that for other developments that would have significant impacts on these resources, mitigation measures such as preconstruction surveys would be required. Nevertheless, this analysis conservatively assumes that cumulative impacts to special-status species and sensitive vegetation communities are potentially significant.

The proposed Project would be constructed within disturbed, native, and sensitive habitats, including jurisdictional wetlands. The Project's contribution to cumulative impacts to special-status species (Mitigation Measures BIO-1 through BIO-6) sensitive vegetation communities (Mitigation Measures BIO-6 through BIO-9), and wetlands (Mitigation Measures BIO-7, BIO-8, and BIO-9), would be cumulatively considerable without mitigation. With the implementation of mitigation measures listed above, which includes Mitigation Measure BIO-9 that addresses mitigation requirements for jurisdictional wetlands and Mitigation Measure BIO-6 that addresses mitigation requirements for sensitive natural communities and compliance with the CVMSHCP, direct and indirect impacts to special-status wildlife, sensitive vegetation communities, and jurisdictional wetlands would be reduced to less than significant levels and thus not cumulatively considerable.

This section discusses the existing conditions, regulatory context, and potential impacts of the Project in relation to cultural resources. Tribal cultural resources are addressed in Section 4.18 of this Draft EIR. Cultural resources include places, objects, and settlements that reflect group or individual religious, archaeological, or architectural activities. Such resources provide information on scientific progress, environmental adaptations, group ideology, or other human advancements. By statute, the California Environmental Quality Act (CEQA) is primarily concerned with two classes of cultural resources: "historical resources," which are defined in Public Resources Code Section 21084.1 and State CEQA Guidelines Section 15064.5, and "unique archaeological resources," which are defined in Public Resources Code Section 21083.2.

The information and analysis herein relies on the following investigations and documents the cultural resources and conditions of the Project site:

- *Cultural Resource Investigation in Support of the Coachella Airport Business Park Project, Riverside County, California*, prepared by PaleoWest, dated May 5, 2020, and updated on December 13, 2023, by Chronicle Heritage, LLC (Appendix D).

4.5.1 SETTING

Cultural Resources

The proposed Project site is in an area that is situated east of the Peninsular Ranges in the southern extent of the Coachella Valley at the western edge of the Colorado Desert. The Coachella Valley is bordered by the San Jacinto and Santa Rosa mountains (part of the Peninsular Ranges) to the west and southwest and by the low, rolling Indio and Mecca hills to the northeast. From the steep slopes of the San Jacinto Mountains, the desert floor descends eastward to sea level at the city of Indio, some 6.5 miles northeast of where the Project site is located.

South of the proposed Project site, elevations gradually drop to 300 feet below mean sea level (bmsl) at the Salton Sea Basin (Basin). This Basin has filled periodically throughout the Pleistocene and Holocene eras, when the Colorado River shifted its course near its mouth at the Gulf of California, flowing north into the basin, and forming a large freshwater lake commonly known as ancient Lake Cahuilla.

A major water source flowing through the central valley is the Whitewater River. The river drained the southern slope of the San Bernardino Mountains for thousands of years (Laflin 2001), prior to the development of the Coachella Valley, flowing in a generally south-southeast direction 50 miles toward the Salton Sea. The Whitewater River Storm Channel runs along the western boundary of the site.

Lake Cahuilla

Arguably the most important source of prehistoric archaeological or historical resources in the Colorado Desert in the past 2,000 years can be found through the formation of ancient Lake Cahuilla. In response to the western diversion of the Colorado River in the Salton Trough, Lake Cahuilla filled and shrank numerous times throughout the Pleistocene and Holocene ages.

Utilizing radiocarbon assays, historical accounts and evidence, and cross dating of artifacts found along the former Lake Cahuilla shoreline, researchers have posited five lacustrine intervals in the Salton Basin, the earliest of which has been dated to A.D. 700–890. The fifth, more recent lacustrine interval of Lake Cahuilla occurred during the Spanish explorations of the region between 1540 and 1775.

Recent paleoclimatic research indicates that a Medieval Warm climatic anomaly was registered between circa 1,060 and 575 cal B.P.[1] This would have restricted prehistoric occupation in the Southern California deserts to a few suitable water sources such as the Colorado River and Lake Cahuilla. High stands of Lake Cahuilla, whose source is not directly affected by climatic conditions, are in fact registered during the Medieval Warm, suggesting that the area was likely highly favorable for prehistoric occupation.

Prehistoric Setting

Native American occupation of the Colorado Desert is typically divided into five cultural periods: San Dieguito (ca. 12,000–7,000 years B.P.; Pinto (ca. 7,000–4,000 B.P.); Amargosa (ca. 4,000–1,200 B.P.); and the Late Prehistoric Period (ca. 1,200–200 B.P.).

Ethnographic Setting

The Cahuilla belong to nonpolitical, nonterritorial patrimoieties that governed marriage patterns as well as patrilineal clans and lineages. These tribes had developed in the area around Lake Cahuilla due to opportunities for hunting and gathering as well as the presence of resources required for their various weapons and utensils. This corresponds with the development patterns of other Native American tribes that migrated to this area of Riverside County.

The Cahuilla were, for the most part, hunting, collecting, harvesting, and protoagricultural peoples. In addition, the Cahuilla also had an extensive inventory of food processing equipment including hammers and anvils, mortars and pestles, manos and metates, winnowing shells and baskets, strainers, leaching baskets and bowls, knives (made of stone, bone, wood, and carrizo cane), bone saws, and drying racks made of wooden poles to dry fish.

Historical Setting

The history of the California desert region has been reviewed in detail by von Till Warren and others (1981:85–105). A very brief summary of historic events in the Coachella Valley is provided below.

In the early 1850s, the Maricopa-Bradshaw route was established to serve the mining camps developing near La Paz, Arizona (von Till Warren et al. 1981:85). The Maricopa-Bradshaw route paralleled the old Cocomaricopa Trail, an Indian trail that parallels the present route of Interstate 10.

In the 1850s, the U.S. Government sent Indian Commissioners into the deserts of southern California. Although most of these areas were never fully developed as reservations; however, the Torres Martinez and Agua Caliente (Palm Springs) reservations were eventually set aside from the larger reserves delineated by the Indian Commission.

Water Infrastructure

The following section draws heavily from the Phase I Cultural Resources Assessment for the Coachella Valley Water District's Stormwater Channel Project Report prepared by Applied EarthWorks, Inc. (George and Mirro 2009).

The Coachella Valley Water District was initially organized in 1915 by settlers of the Coachella Valley with the objective of controlling floodwater flows and constructing flood channels and levees (Coachella Valley Water District 1978:18–19). An objective of the District was to replace individual ad hoc levee-building by individuals.

[1] Cal B.P. is the number of calibrated years before the present.

A former protective ditch system installed at Indio was removed by 1919, and a new channel was improved by that date (Coachella Valley Water District 1978:55). Efforts to channelize the Whitewater River included a system of levees which were affected by the storm in the vicinity of the communities of Indio, Thermal, and Mecca (Coachella Valley Water District 1978:20, 99).

Due to the scarcity of water in many areas of the Colorado Desert agricultural development only succeeded when water could be imported in significant quantities which discouraged farming in large part. However, the agricultural industry began to develop in the Coachella Valley prior to the importation of water because the relatively high-water table in the valley allowed for the drilling of artesian wells.

With the passage of the Boulder Canyon Project Act of 1928, the waters of the Colorado River were utilized for the development of agriculture in Imperial and Coachella Valleys. CVWD eventually developed the All-American Canal and a branch off - the Old Coachella Canal, which extends north to the northern Coachella Valley, bringing the first imported irrigation water to the valley in 1949 (Norland 1978).

Coachella

The history of Coachella dates back to 1877 with the construction of the Southern Pacific Railroad across the "Coahuila" Valley, as it was then known, from Los Angeles to Yuma (Nordland 1978:112). By 1898, a business entrepreneur by the name of Jason L. Rector, known as the town's founder, arrived in the Coachella Valley. Rector began drilling a well and after eight months, Rector and his brother Lon B. Rector, tapped a good flow of artesian water at a depth of 550 feet. The Rector brothers completed the well in November 1900, and a town site was laid out by January 1901 (City of Coachella 2020).

In order to promote land sales, Rector formed the Coachella Land & Water Company. In 1904, he organized the Coachella Valley Refrigerating Company, built a pre-cooling plant and started manufacturing ice (City of Coachella 2020). A weekly newspaper called the Coachella Valley Submarine was started by Randolph R. Freeman on November 27, 1901 (Nordland 1978:114). That year, the Valley's population claimed to total 250 whites and about 600 Indians. A post office was established in Coachella on November 30, 1901, with George C. Huntington, postmaster (City of Coachella 2020).

Cultural Resources Inventory

PaleoWest was unable to conduct a standard records search at the Eastern Information Center (EIC) during the original cultural resource investigation due to COVID-19 stay at home orders and instead conducted an internal literature review as well as a review of previously acquired resource data housed in PaleoWest archives.

As part of the December 13, 2023, update, PaleoWest conducted a records search at the EIC that covered the new Project area (the original Project area and the supplemental Project area) and a 1-mile buffer around the Project area (the Project study area).

Previous Cultural Resources Investigations

The data review indicates that no fewer than 35 previous investigations have been conducted and documented within the Project study area since 1974. At least 12 of these studies appear to include portions of the Project area. As a result, approximately 25 percent of the Project area has been previously investigated by these studies. A complete summary of the studies previously undertaken in the area is provided in Appendix D.

Cultural Resources Reported within the Study Area

The data review indicated that 36 cultural resources have been documented within one mile of the Project area. These resources include 2 historic-period archaeological sites and 25 historic-period built-environment

resources. None of the identified resources are prehistoric and none have been identified within the Project site. The closest site containing historical resources is the Coachella Valley Stormwater Channel (CVSC) (33-017259), which borders the Project site, an earthen and partially concrete lined channel constructed between 1915 and the early 1940s by the Coachella Valley Water District to control floodwater flows. In 2023, the District lined the Channel between Avenue 54 and the Thermal drop structure, and as a result, that portion of the Channel adjacent to the Project site is now concrete-lined with a soft bottom.

In 2008 a segment of the CVSC was recorded and evaluated by Tom Tang and Terri Jacquemain of CRM Tech and recommended as ineligible for listing on the California Register of Historical Resources (CRHR) and the National Register of Historic Places (NRHP) (Tang and Jacquemain 2008). In subsequent years the CVSC has been evaluated several times for historical significance (George and Mirro 2009; McDougall 2017; Smallwood 2012) and each time has been recommended as not eligible for the CRHR or the NRHP.

Additional sources consulted during the cultural resource literature and data review include the NRHP, the Office of Historic Preservation Archaeological Determinations of Eligibility, the Office of Historic Preservation Directory of Properties in the Historic Property Data File, historical maps from the US Geological Survey, and historic aerial photographs. There are no listed archaeological resources recorded within the Project site or within one mile of the Project; nor do any historical structures or buildings appear on aerials; however, the aerials appear to suggest that a portion of the Project was once used for agricultural purposes.

Finally, an archaeological sensitivity model for the Whitewater River Stormwater Channel prepared by Applied EarthWorks in 2012 was consulted. This model indicated that this general area in the vicinity of the CVSC is Holocene valley fill, consisting of sands and clays, fluvial and lacustrine sediments (Mirro 2012). Few archaeological resources have been documented in this portion of the valley, especially at elevations lower than 150 ft bmsl.

No previous studies have demonstrated either a presence or absence of buried cultural resources. However, the model did identify research that suggests the location of a village may be in the general vicinity and if present, it is possibly buried by muds deposited during the most recent filling of the Salton Sea (Mirro 2012). Thus, the sensitivity of this area is low for surface prehistoric and historical archaeology and unknown for buried resources.

Field Investigation

A Phase I intensive pedestrian survey of the Project area was conducted by a licensed archaeologist on March 30, 2020, and again on December 7, 2023, for the IID substation site. The surveys were conducted by walking parallel transects across the entirety of the Project area spaced at 10- to 15-meter (33- to 50-feet) intervals, when possible. The Project area was recorded with digital photographs. No prehistoric or historic-period archaeological resources were identified in the Project area during the survey effort.

4.5.2 REGULATORY SETTING

Federal Regulations

National Register of Historic Places

First authorized by the Historic Sites Act of 1935, the National Register of Historic Places (NRHP) was established by the National Historic Preservation Act (NHPA) of 1966, as “an authoritative guide to be used by federal, State, and local governments, private groups and citizens to identify the Nation’s historic resources and to indicate what properties should be considered for protection from destruction or impairment” (Code

of Federal Regulations [CFR] 36 Section 60.2). The NRHP recognizes both historical-period and prehistoric archaeological properties that are significant at the national, state, and local levels.

State Regulations

National Historic Preservation Act

The State implements the NHPA through its statewide comprehensive cultural resources surveys and preservation programs. The California Office of Historic Preservation (OHP), as an office of the California Department of Parks and Recreation, implements the policies of the NHPA on a statewide level. The OHP also maintains the California Historic Resources Inventory. The State Historic Preservation Officer (SHPO) is an appointed official who implements historic preservation programs within the State's jurisdiction.

California Register of Historical Resources

The California Register of Historical Resources (CRHP) is "an authoritative listing and guide to be used by State and local agencies, private groups, and citizens in identifying the existing historical resources of the State and to indicate which resources deserve to be protected, to the extent prudent and feasible, from substantial adverse change." (California Public Resources Code Section 5024.1[a]). The criteria for eligibility for the CRHP are based upon NRHP criteria (California Public Resources Code Section 5024.1[b]). Certain resources are determined by the statute to be automatically included in the CRHP, including California properties formally determined eligible for, or listed in, the NRHP. To be eligible for the CRHP, a prehistoric or historical-period property must be significant at the local, State, and/or federal level under one or more of the following criteria:

- Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
- Is associated with the lives of persons important in our past;
- Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
- Has yielded, or may be likely to yield, information important in prehistory or history.

A resource eligible for the CRHP must meet one of the criteria of significance described above and retain enough of its historic character or appearance (integrity) to be recognizable as a historical resource and to convey the reason for its significance. It is possible that a historic resource may not retain sufficient integrity to meet the criteria for listing in the NRHP, but it may still be eligible for listing in the CRHP.

Additionally, the CRHP consists of resources that are listed automatically and those that must be nominated through an application and public hearing process. The CRHP automatically includes the following:

- California properties listed on the NRHP and those formally Determined Eligible for the NRHP.
- California Registered Historical Landmarks from No. 770 onward.
- Those California Points of Historical Interest that have been evaluated by the OHP and have been recommended to the State Historical Commission for inclusion on the CRHP.
- Other resources that may be nominated to the CRHP include:
- Historical resources with a significance rating of Category 3 through 5 (Those properties identified as eligible for listing in the NRHP, the NRHP, and/or a local jurisdiction register).
- Historical resources contributing to historic districts.
- Historical resources designated or listed as local landmarks, or designated under any local ordinance, such as an historic preservation overlay zone.

California Public Resources Code

California Public Resources Code 5097.9.-5097.998 provides protection to Native American historical and cultural resources and sacred sites, prohibits interfering with Native American religion, and identifies the powers and duties of the Native American Heritage Commission (NAHC). It makes the destruction, looting, or vandalizing of archaeological sites on public land a misdemeanor. It also requires notification of discoveries of Native American human remains to the NAHC and provides for treatment and disposition of human remains and associated grave goods.

Section 5097.5 of the Public Resources Code (PRC) states:

> No person shall knowingly and willfully excavate upon, or remove, destroy, injure, or deface any historic or prehistoric ruins, burial grounds, archaeological or vertebrate paleontological site, including fossilized footprints, inscriptions made by human agency, or any other archaeological, paleontological, or historical feature, situated on public lands, except with the express permission of the public agency having jurisdiction over such lands. Violation of this section is a misdemeanor.

As used in this PRC section, 'public lands' means lands owned by, or under the jurisdiction of, the state or any city, county, district, authority, or public corporation, or any agency thereof. Consequently, public agencies are required to comply with PRC 5097.5 for their activities including construction and maintenance as well as for permit actions (e.g., encroachment permits) undertaken by others.

California Health and Safety Code 7050.5

California Health and Safety Code 7050.5 protects human remains from mutilation, disturbance or removal of human remains in or from any location other than a dedicated cemetery without the proper legal authority of the removal of human remains. Violation of this section is a misdemeanor. As used in this PRC section, 'public lands' means lands owned by, or under the jurisdiction of, the state or any city, county, district, authority, or public corporation,

California Public Resources Code (PRC) Section 5097.98

California PRC Section 5097.98 states that whenever the tribal commission receives notification of a discovery of Native American human remains from a county coroner pursuant to subdivision (c) of Section 7050.5 of the Health and Safety Code, it shall immediately notify those persons it believes to be most likely descended from the deceased Native American. The code also ensures that upon the discovery of Native American remains, the landowner shall ensure that the immediate vicinity, according to generally accepted cultural or archaeological standards or practices, is not damaged or disturbed by further development activity until the landowner has discussed and conferred with the most likely descendants regarding their recommendations. The landowner shall discuss and confer with the descendants all reasonable options regarding the descendants' preferences for treatment. If the commission is unable to identify a descendant, or the descendants identified fail to make a recommendation, or the landowner or his or her authorized representative rejects the recommendation of the descendants and fails to provide measures acceptable to the landowner, the landowner or his or her authorized representative shall reinter the human remains and items associated with Native American human remains with appropriate dignity on the property in a location not subject to further and future subsurface disturbance. The Code also states certain actions to be undertaken by the landowner to ensure the preservation or removal of the remains.

California Environmental Quality Act (CEQA)

The proposed Project is subject to compliance with CEQA, as amended. Compliance with CEQA statutes and guidelines requires both public and private projects with financing or approval from a public agency to assess

the project's impact on cultural resources (Public Resources Code Section 21082, 21083.2 and 21084 and California Code of Regulations 10564.5). The first step in the process is to identify cultural resources that may be impacted by the project and then determine whether the resources are "historically significant" resources.

Cultural resources are buildings, sites, humanly modified landscapes, traditional cultural properties, structures, or objects that may have historical, architectural, cultural, or scientific importance. CEQA states that if a project will have a significant impact on important cultural resources, deemed "historically significant," then project alternatives and mitigation measures must be considered.

CEQA defines historically significant resources as "resources listed or eligible for listing in the California Register of Historical Resources (CRHR)" (Public Resources Code Section 5024.1). A cultural resource may be considered historically significant if the resource is 45 years old or older, possesses integrity of location, design, setting, materials, workmanship, feeling, and association, and meets any of the CRHR criteria described above.

Local Regulations

City of Coachella 2035 General Plan Update

The City of Coachella 2035 General Plan Update contains the following goals and policies related to cultural resources in the City:

Sustainability + Natural Environment Element

Goal 10. Passive Open Space. Preserved open space areas that represent significant aesthetic, cultural, environmental, economic, and recreational resources for the community.

- *Policy 10.3* Archaeological resource preservation. Preserve important archaeological and paleontological resources from loss or destruction and require development to include appropriate mitigation to protect the quality and integrity of these resources.
- *Policy 10.4* Mitigation and preservation of cultural resources. Require development to avoid archaeological and paleontological resources, whenever possible. If complete avoidance is not possible, require development to minimize and fully mitigate the impacts to the resources.
- *Policy 10.5* Grading. Require that proposed projects that involve a significant amount of grading shall have an archaeological and paleontological survey conducted before construction.

Goal 12. Cultural Resources and Sites. Preserved and protected cultural resources that provide the community with significant cultural, scientific, or educational value.

- *Policy 12.1* Disturbance of human remains. In areas where there is a high chance that human remains may be present (areas along the Whitewater Rivers/CVSC, on Tribal lands, on areas with previously undisturbed soil, in the washes and canyons found in the eastern areas of the Planning Area, and areas of historic settlement), require proposed projects to conduct survey to establish occurrence of human remains, if any. If human remains are discovered on proposed project sites, the project must implement mitigation measures to prevent impacts to human remains in order to receive permit approval.
- *Policy 12.2* Tribal coordination. Require notification of California Native American tribes and organizations of proposed projects that have the potential to adversely impact cultural resources.
- *Policy 12.3* Protected sites. Require sites with significant cultural resources to be protected.
- *Policy 12.4* Preservation of historic resources. Where practical, encourage the preservation of historic resources.

- *Policy 12.5* Document historic resources. When it is not practical to preserve a historic resource, require the architectural details and design elements of historic structures to be preserved during renovations and remodels.
- *Policy 12.6* Discovery of human remains. Require that any human remains discovered during implementation of public and private projects within the City be treated with respect and dignity and fully comply with the California Native American Graves Protection and Repatriation Act and other appropriate laws.

City of Coachella Municipal Code

Chapter 15.48, *Historic Districts and Sites*, of the Coachella Municipal Code was "adopted pursuant to the authority of Government Code Section 37361 for the purpose of preserving areas and specific buildings of the City which reflect elements of its cultural, social, economic, political, architectural and archaeological history." This section is intended to stabilize and improve buildings, structures or areas considered to be of historical, architectural, archaeological or ecological value, to foster civic beauty, to strengthen the local economy and to promote the use of specific buildings for the education and welfare of the citizens.

Section 15.48.190 of the Municipal Code prohibits persons from constructing a new structure; demolishing, moving or altering the exterior of a structure; changing the land use to affect the structure or public buildings; or erecting, remodeling or replacing a sign which affects a historic structure that is defined as a class 1 historic site, without a certificate of approval from the Planning Commission.

4.5.3 IMPACT ANALYSIS

Thresholds of Significance

The impact analysis provided below is based on the following State CEQA Guidelines Appendix G thresholds of significance. Impacts to cultural resources are considered to be significant if the Project would:

- Cause a substantial adverse change in the significance of a historical resource pursuant to in §15064.5;
- Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5; or
- Disturb any human remains, including those interred outside of dedicated cemeteries.

Methodology

The following analysis considers the presence and absence of known cultural resources on the proposed Project site and within the general Project area, as well as the potential for significant cultural resources to occur within these same boundaries, against the potential impacts on such resources from implementation and adoption of the proposed Project plans. The analysis relies on the archaeological studies performed for the Project, including pedestrian surveys performed on the Project site by a qualified archaeologist. The Project area was recorded with digital photographs for use in the studies. The City of Coachella 2035 General Plan Update and related environmental documents (i.e., Coachella Valley Water District's (CVWD) Subsequent IS/MND (SCH #2019079095)) and previous cultural resource studies were also consulted.[2]

[2] Coachella Valley Water District (CVWD) website, Environmental Documents page. Accessed December 3, 2024. Available at https://www.cvwd.org/DocumentCenter/View/5838/Subsequent-IS-MND-Valley-View-MHP-Consolidation-Project-PDF.

Impacts

Impact 4.5.1 Implementation of the proposed Project would not cause a substantial adverse change in the significance of a historical resource as defined in §15064.5 (Less Than Significant Impact).

PaleoWest conducted a literature review, records search, and field survey of the Project site. The records search indicated that 36 cultural resources have been previously documented within one-(1) mile of the Project site, two of which are historic-period archaeological sites and 25 are historic-period built-environment resources (See Table 4-2 of Appendix D), however, none of these resources have been identified within the Project site. One potentially significant historical resource is a segment of the CVSC (Resource 33-017259) located immediately to the west of the Project boundary. However, because Resource 33-017259 has been evaluated several times and each time was recommended as not eligible for the CRHR or the NRHP, Resource 33-017259 is not considered to be a significant historical resource.

A sensitivity model also concluded that the potential for discovering surface cultural resources in this area, including historic resources is low. Furthermore, CVWD's Subsequent IS/MND (SCH #2019079095) found no cultural resources within that project's off-site improvement area. It is therefore assumed that operation of the proposed Project would likewise not disturb any cultural resources at the site. In addition, the proposed Project would be required to adhere to the Sustainability + Natural Environment Policies 10.3, 10.4, 12.4 and 12.5, which require that historic cultural and archeological resources are documented and preserved from loss or destruction with the incorporation of appropriate mitigation measures.

Compliance with these policies would ensure that the proposed Project would not cause a substantial adverse change in the significance of a historical resource. Therefore, Project impacts would be less than significant and no mitigation would be required.

Mitigation Measures

No mitigation is required.

Impact 4.5.2 Implementation of the proposed Project would not cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5 (Less than Significant Impact with Mitigation Incorporated)

As discussed above, the records search identified two (2) historic period archaeological sites and 25 historic-period built-environment resources. However, none of the identified resources are prehistoric and none of them have been identified within the Project site. In addition, cultural resource literature and data review indicated that there are no archaeological resources recorded within the Project site or within one mile of the proposed Project site. An archaeological sensitivity model also concluded that the potential for discovering surface cultural resources in this area, including prehistoric resources is low. The potential to discover archeological resources during proposed Project operations would also therefore be low. According to CVWD's Subsequent IS/MND (SCH #2019079095), archeological sensitivity of the off-site improvement area also is considered low. However, there is a remote possibility to unearth significant archaeological resources during construction activities, which would result in a significant impact and require mitigation. Mitigation Measure CUL-1 would require construction monitoring to be conducted by a qualified cultural monitor for all ground disturbance. In addition, the proposed Project would be required to adhere to the Sustainability + Natural Environment Policies 10.3, 10.4, 12.4 and 12.5 which require avoidance, mitigation and preservation of archeological resources, where practical and if not, then documentation of details and design elements of

historic resources to be preserved during renovations and remodels of historic resources on and around a site. With adherence to General Plan policies and implementation of Mitigation Measure CUL-1, the proposed Project would have less than significant impacts on archaeological resources.

Mitigation Measures

CUL-1 A qualified archaeologist and Tribal monitor(s) shall be present during any ground disturbing activities during the Project construction phase. In the case that archaeological materials are encountered during ground disturbing activities, all work shall be halted in the vicinity of the discovery until a qualified archaeologist can visit the site of discovery and assess the significance of the archaeological resource. The qualified archaeologist and Tribal monitor shall establish all necessary protocols and procedures for the treatment of resources prior to the initiation of earth moving activities.

Impact 4.5.3 Implementation of the proposed Project would not disturb any human remains, including those interred outside of dedicated cemeteries (Less than Significant Impact with Mitigation Incorporated)

The proposed Project site does not contain any cemeteries and no human remains were found on the site during the pedestrian surveys conducted on March 30, 2020, and again on December 7, 2023. It is not anticipated that proposed Project operations would unearth any human remains at the site. However, there is always the possibility that human remains could be uncovered during ground disturbing activities.

Through the implementation of Mitigation Measure CUL-2, all pre-construction and construction work taking place within the vicinity of the discovered remains must cease and the necessary steps to ensure the integrity of the immediate area must be taken. The State of California Health and Safety Code 7050.5 and the California Public Resources Code (PRC) Section 5097.98 both require that the County Coroner must be notified within 24 hours of the discovered human remains. If the remains discovered are determined by the Coroner to be of Native American descent, the Coroner is required to contact the Native American Heritage Commission (NAHC) within 24 hours. The NAHC would, in turn, contact the Most Likely Descendant (MLD) who would determine further action(s) to be taken. The MLD would have 48 hours to access the site and make a recommendation regarding disposition of the remains. Therefore, with incorporation of Mitigation Measure CUL-2, impacts would reduced to less than significant levels.

Mitigation Measures

CUL-2 In the event that human remains are uncovered during ground disturbing activities on the Project site, no further disturbance shall occur and all work shall cease within 100 feet of the discovery until the County Coroner has made a determination of the origin and disposition of the remains. Ground disturbing activities and excavations shall not resume until the following has been addressed:

1. The County Coroner has been contacted and determined that no investigation to the cause of death is required; and,

2. If the County Coroner determines that the remains are of Native American descent, the Coroner shall notify Native American Heritage Commission (NAHC), which will then determine the Most Likely Descendant (MLD). The MLD shall complete the inspection of the site within 48 hours of notification and may recommend means of treating or disposing of, with

appropriate dignity, the human remains, and any associated grave goods as provided in Public Resource Code Section 5097.98 and Health and Safety Code 7050.5.

4.5.4 CUMULATIVE IMPACTS

The cumulative analysis for impacts on cultural resources typically considers a broad regional system of which the resources are a part. The proposed Project site is located within a varied area of cultural resources. The cumulative cultural resources setting for the proposed Project would include the City of Coachella, adjacent areas of unincorporated Riverside County, and the broader Coachella Valley, home of the Cahuilla people. There are a number of sensitive areas and potential historical, cultural and archaeological sites and potential areas where human remains could occur within the City, its Sphere of Influence and the region.

Based upon existing studies outlining intense resource use in this region, and the documented artifacts recovered from the prehistoric era, the Coachella Valley has the potential to have high archaeological sensitivity. Future development may uncover or disturb known or previously unknown archaeological resources. Impacts to such resources would be mitigated on a case-by-case basis and future projects would be required to follow the City of Coachella 2035 General Plan Update goals and policies, CEQA thresholds, and to implement mitigation measures specific to the site. Therefore, the proposed Project's cumulative impact on archaeological resources would not be cumulatively considerable.

Future development activity in other parts of the City and County may uncover previously unknown and buried human remains. However, the treatment of human remains is covered under California law, and applies to all projects and property. Therefore, the proposed Project's cumulative impact with respect to the potential disturbance of human remains would not be cumulatively considerable.

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This section evaluates potential impacts to energy resources from development facilitated by the proposed Project. This analysis follows the guidance for evaluation of energy impacts contained in Appendix F and Appendix G of the State CEQA Guidelines. This section also identifies the current regulatory framework with regard to energy laws, plans and policies; discusses the existing conditions for the City of Coachella and proposed Project site; identifies energy sources; and analyzes projected energy use during construction and operation of the proposed Project. The information and analysis herein rely on the following investigations and document the energy resources and conditions of the Project site:

- *Coachella Airport Business Park Project, Air Quality, Energy, GHG Emissions, and HRA Impact Analysis* (AQ/Energy/GHG/HRA Analysis) prepared by Vista Environmental, dated June 2, 2025 (Appendix B)

4.6.1 SETTING

Public Resources Code Section 21100(b)(3) and State CEQA Guidelines Section 15126.4 require EIRs to describe, where relevant, the wasteful, inefficient, and unnecessary consumption of energy caused by a project. In 1975, largely in response to the oil crisis of the 1970s, the California Legislature adopted Assembly Bill (AB) 1575, which created the California Energy Commission (CEC). The statutory mission of the CEC is to forecast future energy needs, license thermal power plants of 50 megawatts or larger, develop energy technologies and renewable energy resources, plan for and direct state responses to energy emergencies, and—perhaps most importantly—promote energy efficiency through the adoption and enforcement of appliance and building energy efficiency standards. AB 1575 also amended Public Resources Code Section 21100(b)(3) to require EIRs to consider the wasteful, inefficient, and unnecessary consumption of energy caused by a project.

The proposed Project site is located in the southern portion of the City. It is an approximate 47.96-acre vacant property located west of SR 86 and north of Airport Boulevard. The Coachella Valley Stormwater Channel (CVSC), railroad lines, and SR 111 are located to west of the site, while Avenue 54 is located towards the north of the site. A mix of single-family residences and light industrial use are located to the south and west of the Project site. Electric utility lines run north to south between the CVSC and SR 111/Grapefruit Boulevard. Energy resources that would be potentially impacted by the Project include electricity, natural gas, and petroleum-based fuel supplies and distribution systems.

The proposed Project site would be served by the Imperial Irrigation District (IID) and Southern California Gas Company (SoCalGas) for all on-site electricity and natural gas needs for the future development. In the Coachella Valley, both Southern California Edison (SCE) and the IID provide electric power services. The IID power service territory covers 6,471 square miles, including all of Imperial County along with parts of Riverside and San Diego counties. IID serves those portions of the Coachella Valley generally east of Washington Street, including the proposed Project area. IID utilizes a combination of coal, natural gas, wind, hydroelectric, and geothermal power sources, most of which are located outside the valley. IID has high-voltage transmission lines of up to 500 kilovolts across its service area and locally has several overhead lines within and near the Project area. The proposed Project development includes construction of a new electrical substation that will connect with existing IID transmission lines and will distribute power to the Project with new, onsite underground distribution lines with precise connection points to be determined in coordination with IID prior to construction.

California is one of the largest consumers of natural gas in the nation. Natural gas fuels over almost half of the State's electricity generation, with 37 percent being utilized in the State's industrial sector. According to the U.S. Energy Information Administration (EIA), California used approximately 200,871 million therms of natural

gas in 2021 (the most recent year for which data is available). SoCalGas provides service to about 5.9 million customers. Existing SoCal Gas lines are located along SR 111/Grapefruit Boulevard to the west of the proposed Project site, which will be extended to the Project site along Airport Blvd in existing disturbed right-of-way. Specific uses in the proposed Project would be able to connect to these SoCalGas lines. The State of California accounts for less than one (1) percent of total natural gas reserves in the country and imports over 90 percent of its supply of natural gas from out-of-state production basins.

According to the California Department of Motor Vehicles (DMV), there are approximately 36.2 million registered vehicles in California, and those vehicles consumed an estimated 17.2 billion gallons of petroleum and diesel each year. Although California was the seventh-largest crude oil producer in the country and accounted for almost 2.5 percent of the nation's total onshore and offshore oil production in 2023, the State requires that motorists use, at a minimum, a specific blend of gasoline called CaRFG (California Reformulated Gasoline) to reduce emissions from motor vehicles. The State's transportation system provides transportation service to over 26 million passenger vehicles and light trucks and over 9 million medium and heavy duty trucks. According to the CEC, transportation uses constitute 37 percent of the State's total gasoline energy consumption, with commercial and industrial uses accounting for about 14 percent of gasoline consumption.

Definitions

Electricity

The production of electricity requires the consumption or conversion of energy resources, including water, wind, oil, gas, coal, solar, geothermal, and nuclear resources, into energy. The delivery of electricity involves a number of system components, including substations and transformers that lower transmission line power (voltage) to a level appropriate for on-site distribution and use. The electricity generated is distributed through a network of transmission and distribution lines commonly called a power grid. Conveyance of electricity through transmission lines is typically responsive to market demands. IID would supply electricity to the proposed Project, which would be obtained from the proposed IID substation on the Project site.

Natural Gas

Natural gas is a combustible mixture of simple hydrocarbon compounds (primarily methane) that is used as a fuel source. California relies on out-of-state natural gas imports for nearly 90 percent of its natural gas supply. The CEC estimates that approximately 45 percent of the natural gas burned across the state is used for electricity generation, and much of the remainder is consumed in the residential (21 percent), industrial (25 percent), and commercial (nine percent) sectors. Building and appliance energy efficiency standards account for up to 39 percent in natural gas demand savings since 1975 (CEC 2019a).

Petroleum Fuels

Petroleum-based fuels currently account for a majority of California's transportation energy sources and primarily consist of diesel and gasoline types of fuels. However, the State has been developing strategies to reduce petroleum use. Over the last decade California has implemented several policies, rules, and regulations to improve vehicle efficiency, increase the development and use of alternative fuels, reduce air pollutants and GHG emissions from the transportation sector, and reduce vehicle miles traveled (VMT).

4.6.2 REGULATORY FRAMEWORK

State

Energy conservation management in the State was initiated by the 1974 Warren-Alquist State Energy Resources Conservation and Development Act that created the California Energy Resource Conservation and Development Commission (currently named California Energy Commission [CEC]), which was originally tasked with certifying new electric generating plants based on the need for the plant and the suitability of the site of the plant. In 1976 the Warren-Alquist Act was expanded to include new restrictions on nuclear generating plants, that effectively resulted in a moratorium of any new nuclear generating plants in the State. The following details the specific regulations adopted by the State in order to reduce the consumption of energy.

California Code of Regulations Title 20

On November 3, 1976, the CEC adopted the *Regulations for Appliance Efficiency Standards Relating to Refrigerators, Refrigerator-Freezers and Freezers and Air Conditioners,* which were the first energy efficiency standards for appliances. The appliance efficiency regulations have been updated several times by the CEC and the most current version is the *2016 Appliance Efficiency Regulations*, adopted January 2017, which now includes almost all types of appliances and lamps that use electricity, natural gas as well as plumbing fixtures. The authority for the CEC to control the energy-efficiency of appliances is detailed in CCR, Title 20, Division 2, Chapter 4, Article 4, Sections 1601-1609.

California Code of Regulations Title 24, Part 6

The CEC is also responsible for implementing the CCR Title 24, Part 6: *California's Energy Efficiency Standards for Residential and Nonresidential Buildings* (Title 24 Part 6) that were first established in 1978 in response to a legislative mandate to reduce California's energy consumption. In 2008 the State set an energy-use reduction goal of zero-net-energy use of all new homes by 2020, and the CEC was mandated to meet this goal through revisions to the Title 24, Part 6 regulations.

The Title 24 standards are updated on a three-year schedule and since 2008 the standards have been incrementally moving to the 2020 goal of the zero-net-energy use. The 2022 Title 24 standards are the current standards that went into effect on January 1, 2023.

According to the Title 24 Part 6 Fact Sheet, the CEC estimates that over 30 years the 2022 Title 24 standards will reduce GHG emissions by 16,230 MMTCO2e per year, when compared to the 2019 Title 24 standards, which is equivalent of taking 3,641 gas cars off the road each year. The 2022 Title 24 standards will: (1) Increase onsite renewable energy generation; (2) Increase electric load flexibility to support grid reliability; (3) Reduce emissions from newly constructed buildings; (4) Reduce air pollution for improved public health; and (5) Encourage adoption of environmentally beneficial efficient electric technologies.

California Code of Regulations Title 24, Part 11

CCR Title 24, Part 11: *California Green Building Standards* (CalGreen) was developed in response to continued efforts to reduce GHG emissions associated with energy consumption. The CalGreen Building Standards are also updated every three years, and the current version is the 2022 California Green Building Standard Code that become effective on January 1, 2023.

The CALGreen Code contains requirements for construction site selection; storm water control during construction; construction waste reduction; indoor water use reduction; material selection; natural resource conservation; site irrigation conservation; and more. The code provides for design options allowing the designer to determine how best to achieve compliance for a given site or building condition. The code also

requires building commissioning, which is a process for verifying that all building systems (e.g., heating and cooling equipment and lighting systems) are functioning at their maximum efficiency.

The CALGreen Code provides standards for bicycle parking, carpool/vanpool/electric vehicle spaces, light and glare reduction, grading and paving, energy efficient appliances, renewable energy, graywater systems, water efficient plumbing fixtures, recycling and recycled materials, pollutant controls (including moisture control and indoor air quality), acoustical controls, storm water management, building design, insulation, flooring, and framing, among others. Implementation of the CALGreen Code measures reduces energy consumption and vehicle trips and encourages the use of alternative-fuel vehicles, which reduces pollutant emissions.

Some of the notable changes in the 2022 CalGreen Code over the prior 2019 CalGreen Code for nonresidential development mandatory requirements include the repeal of designated parking spaces for clean air vehicles and an increase in the number of electric vehicle (EV) ready parking spaces. The 2022 CalGreen Code also added new requirements for installed Level 2 or direct-current fast charger EV charging stations for autos, EV charging readiness for loading docks, enhanced thermal insulation, and acoustical ceilings.

Senate Bill 1020

Senate Bill 1020 (SB 1020) was adopted September 16, 2022, and would speed up the timeline retail electricity is supplied by renewable energy sources over the prior adoption timelines provided in SB 100, SB 350, SB 1078, SB 107, and SB X1-2. SB 1020 requires that retail sales of electricity are 90 percent from renewable energy resources and zero-carbon resources supply by December 31, 2035, 95 percent by December 31, 2040, and 100 percent by December 31, 2045.

Executive Order N-79-20

The California Governor issued Executive Order N-79-20 on September 23, 2020, that requires all new passenger cars and trucks and commercial drayage trucks sold in California to be zero-emissions by the year 2035 and all medium- heavy-duty vehicles (commercial trucks) sold in the state to be zero-emission by 2045 for all operations where feasible. Executive Order N-79-20 also requires all off-road vehicles and equipment to transition to 100 percent zero-emission equipment, where feasible, by 2035.

Executive Order B-48-18 and Assembly Bill 2127

The California Governor issued Executive Order B-48-18 on January 26, 2018, that orders all state entities to work with the private sector to put at least five million zero-emission vehicles on California roads by 2030 and to install 200 hydrogen fueling stations and 250,000 electric vehicle chargers by 2025. Currently there are approximately 350,000 electric vehicles operating in California, which represents approximately 1.5 percent of the 24 million vehicles total currently operating in California. Implementation of Executive Order B-48-18 would result in approximately 20 percent of all vehicles in California being zero emission electric vehicles. In support of the Executive Order, Assembly Bill 2127 (AB 2127) was codified into statute on September 13, 2018, and requires that the California Energy Commission working with the State Air Resources Board prepare biannual assessments of the statewide electric vehicle charging infrastructure needed to support the levels of zero emission vehicle adoption required for the State to meet its goals of putting at least 5 million zero-emission vehicles on California roads by 2030.

Assembly Bill 1109

California Assembly Bill 1109 (AB 1109) was adopted October 2007. Also known as the Lighting Efficiency and Toxics Reduction Act, it prohibits the manufacturing of lights after January 1, 2010, that contain levels of hazardous substances prohibited by the European Union pursuant to the Restriction of Hazardous Substances Directive. AB 1109 also requires reductions in energy usage for lighting, is structured to reduce lighting

electrical consumption, and would reduce GHG emissions through reducing the amount of electricity required to be generated by fossil fuels in California.

Local

City of Coachella 2035 General Plan Update

The Sustainability + Natural Environment Element of the City of Coachella 2035 General Plan Update contains the following applicable energy efficiency Goals and Policies:

Goal 2: Energy. An energy efficient community that relies primarily on renewable and non-polluting energy sources.

- Policy 2.2: Passive solar design. Require new buildings to incorporate energy efficient building and site design strategies for the desert environment that include appropriate solar orientation, thermal mass, use of natural daylight and ventilation, and shading.
- Policy 2.3: Alternative energy. Promote the incorporation of alternative energy generation (e.g., solar, wind, biomass) in public and private development.
- Policy 2.5: Construction standards. Consider and evaluate new construction practices and standards that increase building energy efficiency.
- Policy 2.6: Energy performance targets – new construction. Require new construction to exceed Title 24 energy efficiency standards by 15 percent and incorporate solar photovoltaics.
- Policy 2.9: Energy-efficient street lighting. Implement a program to install the latest energy-efficient technologies for street and parking lot lights to meet City and state standards.
- Policy 2.10: New industries. Actively promote the City as a place for renewable energy generation, and a place for energy conservation businesses to locate.
- Policy 2.12: Solar access. Prohibit new development and renovations that impair adjacent buildings' solar access, unless it can be demonstrated that the shading benefits substantially offset the impacts of solar energy generation potential.

City of Coachella Climate Action Plan (CAP)

The City adopted the *Coachella Climate Action Plan* (CAP) on April 22, 2015. The CAP builds on the 2013 General Plan Update by quantifying emissions from buildout of the General Plan and includes additional policies and implementation actions to help the City further reduce emissions. The CAP establishes emissions reduction targets in order to meet the statewide emissions targets provided in Executive Order S-03-5 that require GHG emissions to be reduced to 1990 levels by 2020 and reduced to 80 percent below 1990 levels by 2050. The CAP establishes service population reduction targets of 15 percent below year 2010 levels by year 2020 and 49 percent below year 2010 levels by year 2035. The 2035 target was determined by linear projection of the 2020 target (15 percent below 2010 levels) and the 2050 target (80 percent below 1990 levels).

According to the CAP, energy is used for heating and cooling, transportation, manufacturing, and producing food, and the most common sources of energy are fossil fuels like oil, gasoline, natural gas, and coal. Fossil fuels are burned or oxidized to create energy, and this burning releases waste gases, which includes everything from vehicle tailpipe emissions to smoke rising from a chimney. One of the waste gases produced is carbon dioxide, CO2, a key contributor to the greenhouse effect and global warming. Globally, the use of fossil fuels to produce energy is the main source of greenhouse gas emissions from human activities, contributing two-thirds of the total greenhouse gas emissions.

As discussed in Section 4.8, *Greenhouse Gas Emissions*, of this EIR, several categories of reducing energy-related greenhouse gas emissions are explored in the CAP, including improving energy efficiency, switching to emission-free and less carbon intensive sources of energy, and capturing and storing emissions. Specifically, the CAP discusses that the City could explore enacting a commercial and industrial energy conservation ordinance that requires certain businesses to reduce energy use by 20 percent when a property is sold. Reducing energy consumption and associated emissions by 20 percent could produce greenhouse gas savings of 3,610 MTCO2e by 2035 as more businesses take advantage of the cost savings associated with reducing energy use. This package of actions includes exploration of point-of-sale energy use disclosures, energy audits, and energy efficiency upgrades.

4.6.3 IMPACT ANALYSIS

Thresholds of Significance

The impact analysis provided below is based on the following State CEQA Guidelines Appendix G thresholds of significance. Energy impacts are considered to be significant if implementation of the proposed Project considered would:

- Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation; or
- Conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

Methodology

Appendix F of the State CEQA Statute and Guidelines, states the following means of achieving the State's goal of wise and efficient use of energy:

(1) Decreasing overall per capita energy consumption,

(2) Decreasing reliance on fossil fuels such as coal, natural gas and oil, and

(3) Increasing reliance on renewable energy sources.

Although no State or local agencies have adopted specific criteria or thresholds to be utilized in an energy impact analysis, Appendix F, Subsection II.C of the 2022 State CEQA Guidelines provides the following criteria for determining potential environmental impacts:

1. The project's energy requirements and its energy use efficiencies by amount and fuel type for each stage of the project life cycle including construction, operation, maintenance and/or removal. If appropriate, the energy intensiveness of materials may be discussed.
2. The effects of the project on local and regional energy supplies and on requirement for additional capacity.
3. The effects of the project on peak and base period demands for electricity and other forms of energy.
4. The degree to which the project complies with existing energy standards.
5. The effects of the project on energy resources.
6. The project's projected transportation energy use requirements and its overall use of efficient transportation alternatives.

The proposed Project is anticipated to consume energy during both construction and operation at the site.

Project Construction

Construction of the proposed Project is anticipated to use energy in the form of petroleum fuel for both off-road equipment as well as for the transport of workers and materials to and from the site. Utilizing the CalEEMod assumptions for off-road equipment, fuel usage at the site was calculated through use of the 2017 Off-road Diesel Emission Factors (EMFAC) spreadsheet, prepared by CARB (CARB; website accessed July 2024). As indicated in Table 4.6-1, *Off-Road Equipment and Fuel Consumption from Project Construction*, below, the proposed Project is anticipated to consume 129,648 gallons of diesel fuel during site construction activities.

Table 4.6-1: Off-Road Equipment and Fuel Consumption from Project Construction

Equipment Type	Equipment Quantity	Horse-power	Load Factor	Operating Hours per Day	Total Operational Hours[1]	Fuel Used (gallons)
Site Preparation						
Rubber Tired Dozers	3	367	0.4	8	720	5,457
Tractors/Loaders/Backhoes	4	84	0.37	8	960	1,712
Grading						
Excavators	2	36	0.38	8	1,200	942
Graders	1	148	0.41	8	600	1,880
Rubber Tired Dozers	1	367	0.4	8	600	4,547
Scrapers	4	423	0.48	8	2,400	25,157
Tractors/Loaders/Backhoes	2	84	0.37	8	1,200	2,140
Building Construction						
Cranes	1	367	0.29	7	5,180	28,461
Forklifts	3	82	0.2	8	17,760	16,716
Generator Sets	1	14	0.74	8	5,920	3,520
Tractors/Loaders/Backhoes	3	84	0.37	7	15,540	27,719
Welders	1	46	0.45	8	5,920	7,033
Paving						
Pavers	2	81	0.42	8	880	1,718
Paving Equipment	2	89	0.36	8	880	1,618
Rollers	2	36	0.38	8	880	691
Architectural Coating						
Air Compressor	1	37	0.48	6	330	336
Total Off-Road Equipment Diesel Fuel Used during Construction (gallons)						**129,648**

Notes:

[1] Based on: 30 days for Site Preparation, 75 days for Grading; 740 days for Building Construction; 55 days for Paving; and 55 days for Architectural Coating.

Source: Vista Environmental, *Coachella Airport Business Park Project, Air Quality, Energy, GHG Emissions, and HRA Impact Analysis,* June 2, 2025, Table L..

On-road construction-related vehicle trip fuel usage for the site was calculated through use of the construction vehicle trip assumptions from the CalEEMod model run. The calculated total construction miles were then divided by the fleet average for the Salton Sea portion of Riverside County miles per gallon rates for the year 2024 calculated through use of the EMFAC2021 model. The worker trips were based on the combined fleet average miles per gallon rates for gasoline powered automobiles, SUVs and pickup trucks and the vendor and haul truck trips were based on the combined T6 and T7 diesel trucks fleet average miles per gallon rate.

Table 4.6-2, *On-Road Vehicle Trips and Fuel Consumption from Project Construction*, shows the on-road construction vehicle trips modeled in CalEEMod and the fuel usage calculations.

Table 4.6-2: On-Road Vehicle Trips and Fuel Consumption from Project Construction

Vehicle Trip Types / Fuel Type	Daily Trips	Trip Length (miles)	Total Miles per Day	Total Miles per Phase[1]	Fleet Average Miles per Gallon[2]	Fuel Used (gallons)
Site Preparation						
Worker (Gasoline)	17.5	18.5	324	9,713	24.6	395
Water Trucks (Diesel)	3	0.5	1.5	45	7.0	6
Grading						
Worker (Gasoline)	25	18.5	463	34,688	24.6	1,412
Water Trucks (Diesel)	3	0.5	1.5	113	7.0	16
Haul Trucks (Diesel)	35.1	20	702	52,650	7.0	7,555
Building Construction						
Worker (Gasoline)	262	18.5	4,847	3,586,780	24.6	146,035
Vendor (Diesel)	102	10.2	1,040	769,896	7.0	110,469
Paving						
Worker (Gasoline)	15	18.5	278	15,263	24.6	621
Architectural Coating						
Worker (Gasoline)	52.3	18.5	968	53,215	24.6	2,167
			Total Gasoline Fuel Used from On-Road Construction Vehicles (gallons)			**150,631**
			Total Diesel Fuel Used from On-Road Construction Vehicles (gallons)			**118,046**

Notes:
[1] Based on: 30 days for Site Preparation, 75 days for Grading; 740 days for Building Construction; 55 days for Paving; and 55 days for Architectural Coating.
[2] From EMFAC 2021 model (see Appendix B). Worker Trips based on entire fleet of gasoline vehicles and Vendor Trips based on only truck fleet of diesel vehicles.
Source: Vista Environmental, *Coachella Airport Business Park Project, Air Quality, Energy, GHG Emissions, and HRA Impact Analysis,* June 2, 2025, Table M.

It is estimated that on-road construction-related vehicle trips would consume 150,631 gallons of gasoline and 118,046 gallons of diesel fuel for the proposed Project, while off-road construction equipment would consume 129,648 gallons of diesel fuel. This would result in the total consumption of 150,631 gallons of gasoline and 247,694 gallons of diesel fuel from construction of the proposed Project.

Project Operations

Proposed Project operations are anticipated to use energy in the form of petroleum fuel, electricity, and natural gas. Fuel usage was calculated through use of the total annual VMT assumptions from the CalEEMod model run, which found that operation of the site would generate 11,204,439 VMT per year from autos and 1,662,126 VMT per year from trucks. This would result in the consumption of 428,040 gallons of gasoline per year by automobiles at the site and 233,863 gallons of diesel per year by trucks at the site.

The Project's operational electricity usage was calculated in the CalEEMod model run that was conducted for the AQ/Energy/GHG/HRA Analysis, that depicts the electricity use from each land use that is shown below in kilo-watt hours (kWh) per year. It should be noted that the assumptions for modeling conservatively included full reliance of the IID electric power grid. As discussed in the impact analysis below, in order to remain consistent with the City's *Climate Action Plan*, the Project Applicant is required to ensure that a minimum of 50 percent of the total Project electrical consumption from Project operation is provided by onsite solar photovoltaic (PV) panels or other onsite renewables sources (i.e., wind turbines, geothermal), that exceed the minimum required by the current Title 24, Part 6 standards that are in effect at the time the building permit is issued.

The following annual electricity usage per operation type at the Project site would result in an annual electricity usage of 20,660,062 kWh:

- Service Station/Mini Mart (Convenience Market with Gas Pumps) – 149,806 kWh/year
- Fast Food Restaurant with Drive Thru (Fast Food Restaurant with Drive Thru) – 314,256 kWh/year
- Large Warehouses, Small Warehouses, Personal Vehicle Storage, Small Businesses (Industrial Park) – 18,518,006 kWh/year
- Onsite Roads, Driveways, Parking Lots (Parking Lot lighting) – 235,820 kWh/year
- Self Storage (Unrefrigerated Warehouse No Rail) – 1,442,174 kWh/year

The following annual natural gas usage from each proposed development type would result in an annual natural gas usage of 8,252,749 kBTU, which is equivalent to 8,253 mega-British Thermal units (MBTU):

- Service Station/Mini Mart (Convenience Market with Gas Pumps) – 86,988 kBTU/year
- Fast Food Restaurant with Drive Thru (Fast Food Restaurant with Drive Thru) – 493,441 kBTU/year
- Large Warehouses, Small Warehouses, Personal Vehicle Storage, Small Businesses (Industrial Park) – 5,217,823 kBTU/year
- Onsite Roads, Driveways, Parking Lots (Parking Lot) – 0 kBTU/year
- Self Storage (Unrefrigerated Warehouse No Rail) – 2,454,497 kBTU/year

Impacts

Impact 4.6.1 The proposed Project would not result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation (Less than Significant Impact With Mitigation Incorporated).

The proposed Project is anticipated to consume energy through the use of electricity, natural gas and petroleum-based fuel supply as well as distribution systems, during both construction and operation phases of the site development.

Construction Impacts

Construction activities for the proposed Project are anticipated to include site preparation and grading of the 42.69-acre Project site, building construction and application of architectural coatings, and paving of the onsite roads and parking areas. The proposed IID substation facility on an approximate 5.6-acre portion of the site at its northern end would also be developed. Project construction is anticipated to consume energy in three (3) general forms, as described below.

Construction-Related Petroleum Fuel Use

Petroleum-based fuels are anticipated to be used to power off-road construction vehicles and equipment on the Project site, construction worker travel to and from the Project site, as well as delivery and haul truck trips (e.g. hauling of material to disposal facilities. Petroleum-based fuel usage represents the highest amount of transportation energy potentially consumed during construction. The on-road vehicle trips and off-road construction equipment fuel usage was calculated through use of the off-road equipment assumptions and fuel use assumptions shown above, which found that the construction of the proposed Project would consume 150,631 gallons of gasoline and 247,694 gallons of diesel fuel. This equates to 0.015 percent of the gasoline and 0.14 percent of the diesel consumed annually in Riverside County, based on the County's petroleum consumption data derived from the CEC's Energy Consumption Database Management (ECDMS) online system.[1] As such, the construction-related petroleum use would be nominal, when compared to current county-wide petroleum usage rates.

Construction activities associated with the proposed Project would be required to adhere to all State and SCAQMD regulations for off-road equipment and on-road trucks, which provide minimum fuel efficiency standards. In particular, Executive Order N-79-20 requires all new trucks in the State to be zero-emission by 2045, with interim targets starting in 2025, and requires all off-road equipment to transition to zero-emission by 2035. In addition, development of the Project site would not result in the need to manufacture construction materials or create new building material facilities specifically to supply the proposed Project.

There are no unusual Project characteristics that would necessitate the use of construction equipment that would be less energy-efficient than comparable construction sites in the region or State. Additionally, construction building materials could include recycled materials and products originating from nearby sources in order to reduce costs of transportation. Therefore, it is expected that construction fuel consumption associated with the proposed Project would not be any more inefficient, wasteful, or unnecessary than other similar development projects of this nature. Project impacts relative to construction-related petroleum fuel use would be less than significant.

Construction-Related Electricity Use

During construction, the proposed Project would consume electricity to construct the new structures and infrastructure, although such usage would vary depending on intensity and development under each phase of site development. Electricity usage would be associated with the conveyance of water that would be used during Project construction for dust control (supply and conveyance) and electricity to power any necessary lighting during construction, electronic equipment, or other construction activities necessitating electrical power. Based on communication with IID during the preliminary Project design phase, IID has confirmed that electricity would be supplied by IID and would be obtained from site connections to the existing electrical lines in the vicinity of the site and such usage would result in minimizing impacts on fuel consumption. Although it is anticipated to use electricity under various construction activities, such electricity demand would be temporary, nominal and would cease upon the completion of construction. This is therefore not anticipated to have an adverse impact on available electricity supplies and infrastructure. Compliance with the applicable IID Energy Regulations (specifically, IID Regulation No. 13, *Temporary Service Charge,* is applicable to the Project's construction activities[2]) would further ensure that the proposed Project fulfills its responsibilities relative to

1 California Energy Commission, Energy Consumption Database Management (ECDMS) website. Energy Consumption Database Accessed November 21, 2024.
2 Imperial Irrigation District. Energy Regulations. Energy Regulations | Imperial Irrigation District Accessed November 21, 2024.

infrastructure installation, coordinates any electrical infrastructure removals or relocations, and limits any impacts associated with construction of the Project. Therefore, Project impacts relative to construction-related electricity use would be less than significant.

Construction-Related Natural Gas Use

Although energy is typically used in the production of construction materials, such as asphalt, steel, concrete, pipes, and manufactured or processed materials such as lumber and glass, construction of the proposed Project is not anticipated to involve the consumption of natural gas because natural gas would not be supplied to support construction activities. Thus, there would be no demand generated by construction. Construction-related energy usage impacts associated with the installation of natural gas connections for proposed Project operations are expected to be confined to trenching in order to place lines below the surface. In addition, prior to ground disturbance, the proposed Project would notify and coordinate with SoCalGas to identify the locations and depth of all existing gas lines and avoid disruption of gas service. Therefore, Project impacts relative to construction-related natural gas use would be less than significant.

Operational Impacts

The ongoing operation at the proposed Project site would require the use of energy resources for multiple purposes including, but not limited to, heating/ventilating/air conditioning (HVAC), refrigeration, lighting, appliances, and electronics. Energy would also be consumed during operations related to water usage, solid waste disposal, landscape equipment and vehicle trips.

Operational Petroleum Fuel Use

Operation of the proposed Project would result in increased consumption of petroleum-based fuel related to vehicular travel to and from the site. As discussed above, the proposed Project would consume 428,040 gallons of gasoline and 233,863 gallons of diesel fuel per year from vehicle travel. This equates to 0.04 percent of the gasoline and 0.13 percent of the diesel consumed annually in Riverside County, based on the County's petroleum consumption data derived from the CEC's ECDMS online system.[3] As such, the operations-related petroleum use would be nominal, when compared to current county-wide petroleum usage rates. In addition, the proposed Project would be required to comply with all State and City requirements related to the promotion of alternative transportation methods, including project specific measures that include designated clean air vehicle parking spaces.

It is anticipated that existing and planned capacity and supplies of transportation fuels would be sufficient to support the site's development demand. In addition, a mitigation measure described below (Mitigation Measure GHG-1) has been added that would reduce transportation energy consumption, including PV solar panels and EV charging stations for electric vehicles available for employees and guests in compliance with existing CAP requirements, that exceed the minimum required by Title 24, Part 6 standards that will be in effect at the time the building permit is issued. Therefore, the Project would not result in any unusual characteristics that would result in excessive long-term operational fuel consumption. Project impacts relative to operational petroleum fuel use would be less than significant.

Operational Electricity Use

Operation of the proposed Project would result in consumption of electricity at the site for interior and exterior lighting, heating/ventilation and air conditioning (HVAC), refrigeration, electronics systems, appliances, and

3 California Energy Commission, Energy Consumption Database Management (ECDMS) website. Energy Consumption Database Accessed November 21, 2024.

security systems, among other things. As discussed previously, uses would consume 20,660,062 kilowatt-hours per year of electricity, which does not account for the required PV solar panels that will be installed on the site. This equates to 0.57 percent of the electricity consumed annually by IID[4]. As such, the operations-related electricity use would be nominal, when compared to current electricity usage rates in IID's service area. In addition, as discussed in Section 4.8, *Greenhouse Gas Emissions*, of this EIR, the Project would implement Mitigation Measure GHG-1, which requires the Project Applicant to exceed the minimum energy efficiency requirements provided in Title 24, Part 6. The Project Applicant would be required to install photovoltaic (PV) solar panels and electric vehicle (EV) charging stations that exceed the minimum required by Title 24, Part 6 standards that will be in effect at the time the building permit is issued. Specifically, in order to remain consistent with the City's *Climate Action Plan,* this measure requires the Project Applicant to ensure that a minimum of 50 percent of the total Project electrical consumption from Project operation is provided by onsite solar photovoltaic (PV) panels or other onsite renewables sources (i.e., wind turbines, geothermal). With implementation of this measure, the Project's operational electricity use would be reduced to less than significant levels.

The Project would be required to comply with Title 24 Building Energy Efficiency Standards, which provide minimum efficiency standards related to various building features, including appliances, water and space heating and cooling equipment, building insulation and roofing, and lighting. Implementation of Title 24 standards significantly reduce energy usage. Furthermore, IID is subject to California's Renewables Portfolio Standard (RPS) and has met or exceeded all RPS requirements to date, procuring renewable energy from diverse sources, including biomass, biowaste, geothermal, hydroelectric, solar and wind.[5] The RPS requires investor-owned utilities, electric service providers, and community choice aggregators to increase procurement from eligible renewable energy resources to 33 percent of total procurement by 2020 and to 50 percent of total procurement by 2030. The increase in reliance on such energy resources further ensures that projects would not result in the waste of the finite energy resources.

The proposed Project would result in a less than significant impact relative to energy usage with the implementation of Mitigation Measure GHG-1. Further, the proposed Project would be required to comply with all Federal, State, and City requirements related to the consumption of electricity, including CCR Title 24, Part 6 Building Energy Efficiency Standards and CCR Title 24, Part 11: California Green Building Standards listed above. It is anticipated that the proposed Project would be designed and built to minimize electricity use and to ensure that existing and planned electricity capacity and electricity supplies would be sufficient to support the site's electricity demand. As discussed previously, IID would supply electricity to the proposed Project, which would be obtained from the proposed IID substation on the Project site, which will be designed to exceed the demand for power that is required for the Project. The Project Applicant will continue coordination efforts with IID, which has confirmed that it has sufficient electricity capacity for Project construction. The assumptions for the Project's energy modeling conservatively included full reliance of the IID electric power grid. In addition, as discussed in this impact analysis and provided for in Mitigation Measure GHG-1, in order to remain consistent with the City's *Climate Action Plan*, the Project Applicant is required to ensure that a minimum of 50 percent of the total Project electrical consumption from Project operation is provided by onsite solar photovoltaic (PV) panels or other onsite renewables sources (i.e., wind turbines, geothermal), that exceed the minimum required by the current Title 24, Part 6 standards that are in effect at the time the building permit

4 California Energy Commission, Energy Consumption Database Management (ECDMS) website. Energy Consumption Database Accessed November 21, 2024.
5 Imperial Irrigation District website. Renewable Energy | Imperial Irrigation District (iid.com) Accessed September 25, 2024.

is issued. Therefore, Project impacts relative to operational electricity use would be reduced to less than significant.

Operational Natural Gas Use

Operation of the proposed Project would result in increased consumption of natural gas at the site. It is estimated that uses at the site would consume 8,253 MBTU per year of natural gas. This equates to 0.019 percent of the natural gas consumed annually in Riverside County, based on the County's natural gas consumption data derived from the CEC's ECDMS online system.[6] As such, the operations-related natural gas use would be nominal, when compared to current natural gas usage rates in the County.

In addition, since uses at the proposed Project site would be required to comply with all Federal, State, and City requirements related to the consumption of natural gas, including CCR Title 24, Part 6 Building Energy Efficiency Standards and CCR Title 24, Part 11: California Green Building Standards, all site buildings would be required to incorporate energy efficiency measures into building designs. This may include but will not be limited to, enhanced insulation as well as use of efficient natural gas appliances and HVAC units. It is anticipated the proposed Project will be designed and built to minimize natural gas use and that existing and planned natural gas capacity and natural gas supplies would be sufficient to support the site's natural gas demand.

With the proposed Project's adherence to Mitigation Measure GHG-1 and applicable energy efficiency-related City of Coachella 2035 General Plan Update Policies 2.2, 2.3, 2.5, 2.6, 2.9, 2.10, and 2.12, as described in Section 4.6.2 above, proposed Project impacts from use of petroleum, electricity and natural gas would not result in the wasteful, inefficient, or unnecessary consumption of energy resources during Project construction or operation. Therefore, Project impacts relative to operational natural gas use would be less than significant.

Mitigation Measures

GHG-1 The Project shall include, but not be limited to, the following improvements, which shall be incorporated into the Project site plans to ensure consistency with adopted statewide plans and programs that are in effect at the time the Building Permits are issued. The Project Applicant shall demonstrate compliance with the following measures, prior to issuance of Building Permits:

- To the maximum extent feasible, all off-road equipment (non-street legal), such as forklifts and street sweepers, used onsite for warehouse operations shall be powered by alternative fuels, electrical batteries or other alternative/non-diesel fuels (e.g., propane or compressed natural gas (CNG)) that do not emit diesel particulate matter, and that are low or zero emissions.
- The Project Applicant shall require that a minimum of 50 percent of the total Project electrical consumption from operation of the Project on an aggregate, site-wide basis is provided by onsite solar photovoltaic (PV) panels or other onsite renewables sources (i.e., wind turbines, geothermal).
- The Project Applicant shall require any business that operates in the proposed project and has 20 or more full-time employees shall implement at least one of the following programs:

6 California Energy Commission, Energy Consumption Database Management (ECDMS) website. Energy Consumption Database Accessed November 21, 2024.

- Pre-tax election program to allow employees to exclude wages for commuting costs for transit or vanpools;
- An employer supplied transit pass;
- Employer provided transit; or
- Other, similar demand management programs.

o The Project Applicant shall require that temporary power poles are installed in the vicinity of each structure to be installed. The temporary power poles shall be installed after completion of grading and prior to the issuance of each building permit. After electrification of the temporary power poles, the Project Applicant shall restrict building contractors from using gas-powered generators, compressors and saws and this restriction shall be incorporated into all contracts with building contractors that will work on the proposed Project.

Impact 4.6.2 The proposed Project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency (Less than Significant Impact With Mitigation Incorporated)

The proposed Project would be constructed in accordance with the California Building Energy and Efficiency Standards (Title 24, Part 6) and California Green Building Standards Code (CALGreen) (Title 24, Part 11). These standards apply to all projects in California. The Building Energy and Efficiency Standards and CALGreen are updated tri-annually with a goal to achieve zero net energy for residential buildings by 2020 and non-residential buildings by 2030. The proposed Project would be required to conform with all State plana for renewable energy or energy efficiency, and therefore would have no significant impact in relation to State of California Energy plans.

The applicable local energy plan for the proposed Project would be the City of Coachella 2035 General Plan Update. The proposed Project's consistency with the applicable energy-related policies in the Sustainability and Natural Environment Element of the General Plan are shown in Table 4.6-3, *Proposed Project Compliance with City of Coachella 2035 General Plan Update Policies*. In addition, as discussed further in EIR Section 4.8, *Greenhouse Gas Emissions*, implementation of Mitigation Measure GHG-1 would ensure the Project's consistency with both the City of Coachella CAP and applicable City of Coachella 2035 General Plan Update policies.

Table 4.6-3: Proposed Project Compliance with City of Coachella 2035 General Plan Update Policies

Policy No.	General Plan Policy	Proposed Project Implementation Actions
2.2	Passive solar design. Require new buildings to incorporate energy efficient building and site design strategies for the desert environment that include appropriate solar orientation, thermal mass, use of natural daylight and ventilation, and shading.	**Consistent.** The proposed structures would be designed in consideration of solar orientation, thermal mass, use of natural daylight, ventilation, and shading. In addition, Mitigation Measure GHG-1 requires that a minimum of 50 percent of the electricity consumption from operation of the Project is provided by onsite solar PV panels or another source of renewable power.
2.3	Alternative energy. Promote the incorporation of alternative energy generation (e.g., solar, wind, biomass) in public and private development.	**Consistent.** Mitigation Measure GHG-1 requires that a minimum of 50 percent of the electricity consumption from operation of the Project is provided by onsite solar PV panels or another source of renewable power.
2.5	Construction standards. Consider and evaluate new construction practices and standards that increase building energy efficiency.	**Consistent.** Construction activities for the proposed Project will utilize new construction practices and standards that increase building energy efficiency, such as

Policy No.	General Plan Policy	Proposed Project Implementation Actions
		energy standards established in the CALGreen Building Standards Code, Title 24, Part 11, which require that new buildings reduce water consumption, employ building commissioning to increase building system efficiencies, divert construction waste from landfills, and install low pollutant-emitting finish materials.
2.6	Energy performance targets – new construction. Require new construction to exceed Title 24 energy efficiency standards by 15 percent and incorporate solar photovoltaics.	**Consistent.** Mitigation Measure GHG-1 requires that a minimum of 50 percent of the electricity consumption from operation of the Project is provided by onsite solar PV panels or another source of renewable power.
2.9	Energy-efficient street lighting. Implement a program to install the latest energy-efficient technologies for street and parking lot lights to meet City and state standards.	**Consistent.** The 2022 Title 24 standards require that all street lighting utilize LED lighting, which are the most efficient lighting currently available.
2.10	New industries. Actively promote the City as a place for renewable energy generation, and a place for energy conservation businesses to locate.	**Consistent.** The Project Applicant would promote the proposed business park for various business types, including businesses interested in energy conservation.
2.12	Solar access. Prohibit new development and renovations that impair adjacent buildings' solar access, unless it can be demonstrated that the shading benefits substantially offset the impacts of solar energy generation potential.	**Consistent.** There are currently no structures or solar panels in the immediate vicinity of the Project site. As such, no impairment of solar access would occur with development of the proposed Project.
Source: Vista Environmental, *Coachella Airport Business Park Project, Air Quality, Energy, GHG Emissions, and HRA Impact Analysis,* June 2, 2025, Table CC.		

As discussed in EIR Section 4.8, *Greenhouse Gas Emissions*, the Project is subject to the City of Coachella CAP measures provided in the Development Review Checklist, which allows the proposed Project to be eligible for streamlining. The applicable Development Review Checklist strategy and design parameters for the proposed Project that is located within a District Designation, are provided in Table 4.8-4, *Project Consistency with the City of Coachella CAP Development Review Checklist*, along with a determination of consistency with an explanation of how the Project will comply with each measure. Refer to EIR Section 4.8, *Greenhouse Gas Emissions*. Implementation of Mitigation Measure GHG-1 would ensure the Project's consistency with applicable project design features in the Development Review Checklist.

In conclusion, the proposed Project would be consistent with all of the above listed General Plan policies and the City's CAP Development Review Checklist, as well as implementation of Mitigation Measure GHG-1. Therefore, the proposed Project would not conflict with or obstruct a local plan for renewable energy or energy efficiency and impacts would be less than significant with mitigation incorporated.

Mitigation Measures

Refer to Mitigation Measure GHG-1, above.

4.6.4 CUMULATIVE IMPACTS

The cumulative geographic scope for energy consumption in relation to the proposed Project is Riverside County. This geographic scope is appropriate because the smallest scale at which energy consumption information is readily available is the county level.

Cumulative development throughout the County would increase demand for electricity, natural gas, and transportation energy, as well as the need for energy infrastructure resources across the County. However, new iterations of the California Building Energy Efficiency Standards and CALGreen would require increasingly more efficient appliances and building materials that reduce energy consumption in new development. The proposed Project would result in cumulative energy usage impacts if the proposed Project, in combination with all future development in the County, implemented development that did not incorporate sufficient building energy efficiency features or did not achieve building energy efficiency standards during construction and/or operation. However, the proposed Project, along with future development in Riverside County would be required to be constructed in accordance with the California Building Energy Efficiency Standards and CALGreen in effect at the time it occurred. In addition, operation of the proposed Project and all future development in the County would be required to include the installation of energy efficient appliances and efficient water fixtures and zero-net-energy designs through the installation of PV solar panels, as required by the applicable codes when development occurred. Future projects would be subject to the California Building Code, including California Energy Code and Cal Green's energy efficiency design features and standards related to residential and nonresidential buildings, and implemented to minimize the wasteful and inefficient use of energy.

Future development, as well as site development under the proposed Project, would also be subject to even more stringent requirements, such as the objectives set in the CARB Scoping Plan (2022), which would result in less fuel combustion and energy consumption to satisfy the State's goal of achieving carbon neutrality by 2045. Therefore, equipment used for proposed Project and future project construction would be required to conform to CARB regulations and California emissions standards regarding retrofitting, repowering, or replacement of diesel off-road construction equipment. Compliance with anti-idling and emissions regulations would result in a more efficient use of energy during construction activities, and the minimization of wasteful energy consumption during a project's operation.

Therefore, the proposed Project's contribution to cumulative impacts related to wasteful, inefficient and unnecessary use of energy use would be less than cumulatively considerable.

This section discusses the geologic and soil conditions at the proposed Project site, analyzes the potential physical environmental effects of the proposed Project related to geologic and seismic hazards, underlying soil characteristics, slope stability, erosion, and paleontological resources, evaluates potential impacts relative to geology and soils from development facilitated by the proposed Project, and provides mitigation measures, as appropriate. This section also identifies the appropriate City of Coachella 2035 General Plan Update policies that reduce any identified impacts.

The information and analysis herein rely on the following investigations and collectively document the geologic conditions of the Project site:

- *Geotechnical and Geologic Evaluation, Proposed Coachella Airport Business Park, NWC State Highway 86 and Airport Boulevard, Coachella, California* (Geotechnical Evaluation), prepared by Geotechnical Professionals Inc., dated January 4, 2024, provided as Appendix E1
- *Paleontological Resource Assessment for the Coachella Airport Business Park Project in Coachella, Riverside County, California* (Paleontological Assessment), prepared by PaleoWest, dated May 5, 2020, provided as Appendix E2
- *Paleontological Resources Addendum Report for the Coachella Airport Business Park Supplemental Project Area, City of Coachella, Riverside County, California* (Paleontological Assessment Addendum), prepared by Chronicle Heritage, dated December 15, 2023, provided as Appendix E3

4.7.1 SETTING

Geologic Setting

The Project area is in the Colorado Desert geomorphic province of California. The Colorado Desert extends from the Mojave Desert to the north, the Colorado River on the east, the Peninsular Ranges on the west, and south into Mexico. Dominant features within the Colorado Desert include the Salton Trough, the Colorado River, and the Orocopia, Chocolate, Palo Verde, and Chuckwalla mountains (Norris and Webb, 1976). Locally, the Project site is in the Coachella Valley, which is in the Salton Trough, a large structural depression that extends from the San Gorgonio Pass in the north to the Gulf of Mexico in the south (Norris and Webb, 1976). The Salton Trough formed due to tectonic activity associated with the San Andreas Fault Zone and the East Pacific Rise spreading ridge that opened the Gulf of California (Alles, 2011). Starting in the Pleistocene Epoch (2.58 million years ago to 11,700 years ago), the freshwater Lake Cahuilla periodically occupied the Salton Trough. The lake formed, drained, and reformed between approximately 37,000 and 300 years ago due to the fluctuations in the course of the Colorado River and the subsequent diversion of its mouth from the Gulf of California to the Salton Trough (Norris, 1999). Ancient Lake Cahuilla reached a maximum depth of 300 ft, 105 mi long, and 35 miles across during its last high stand.

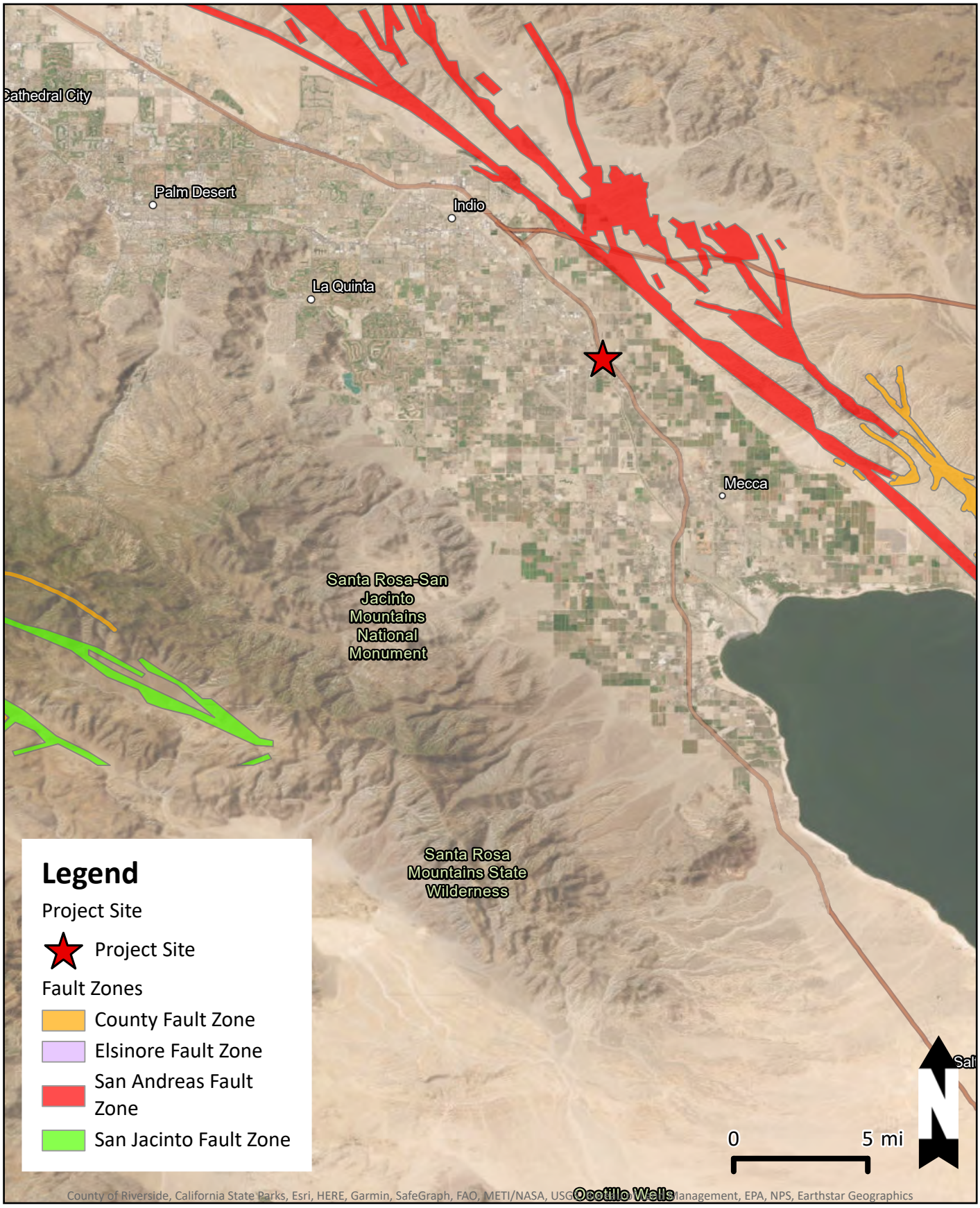
Regional Faults and Groundshaking

The proposed Project site is located within the City of Coachella in the County of Riverside. The Coachella Valley, in which the City occurs, is located on the boundary of the Pacific and the North American tectonic plates. Generally, movement along these two plates causes seismic activity. The surface expression of this tectonic movement is expressed by the northwest trending system of faults known as the San Andreas Fault system, which runs from north of the San Francisco area to the Bombay Beach area of the Salton Sea and includes a Coachella Valley segment located within the eastern portion of the City (City of Coachella 2035 General Plan Update Environmental Impact Report; 2014). The Salton Sea, located southeast of the City, forms the northerly part of the Salton Trough, a topographic depression that is related to the San Andreas Fault system.

Faults generally produce damage in two ways: surface rupture and seismically induced ground shaking. Surface rupture is limited to areas very near the fault while ground shaking can affect a wide area. The U.S. Geological Survey defines active faults as those that have had surface displacement within Holocene time (about the last 11,000 years). Surface displacement can be recognized by the existence of cliffs in alluvium, terraces, offset stream courses, fault troughs and saddles, the alignment of depressions, sag ponds, and the existence of steep mountain fronts. Potentially active faults are those that have had surface displacement during the last 1.6 million years. Inactive faults have not had surface displacement within the last 1.6 million years.

Two designated Alquist-Priolo Earthquake fault zones traverse this section of southern California, in which the City is located. The seismically active San Andreas and San Jacinto fault zones occur in the north and south of the Valley, respectively, trending in a northwest to southeast direction and extend from the Salton Sea to the northern California coast and eventually to the Pacific Ocean (see Exhibit 4.7-1: *Fault Zones*). The location of these fault zones exposes this area to ground shaking during earthquakes, even though ground movement during an earthquake can vary depending on the overall magnitude, distance to the fault, focus of earthquake energy, and type of geologic material. Areas underlain by bedrock typically experience less severe ground shaking than those underlain by loose, unconsolidated materials (City of Coachella 2035 General Plan Update Environmental Impact Report; 2014). Potential earthquakes may also result in surface ruptures which typically occur when movement on a fault deep within the earth breaks through to the surface following preexisting zones of weakness (see Exhibit 4.7-2, *Risk of Ground Shaking).*

Potential earthquake activity may be measured by Richter and Mercalli scales; the former is typically used to measure the magnitude of an earthquake while the latter measures the actual impact of an earthquake to any given area. The Richter scale rates earthquakes on magnitude between 1 and 9.9, with 1 designated as minor magnitude and 9.9 as extreme magnitude. Three major earthquakes of magnitudes between 6.0 and 6.8 occurred in the area of the proposed Project site between 1918 and 1948. These include the San Jacinto Earthquake in 1918, the North San Jacinto Fault Earthquake in 1923, and the Desert Hot Springs Earthquake in 1948. These have all rated VI in terms of intensity on the Modified Mercali Intensity (MMI) Scale. The MMI Scale rates earthquakes on intensities between I and X, with I designated for low intensity earthquakes that can only be felt under very specific conditions, to X which signify extreme shaking and foundation destruction of most masonry and frame structures, bent rails and destruction of wooden structures (USGS website; accessed 2024).



Fault Zones

Coachella Business Park Development

Exhibit

4.7-1

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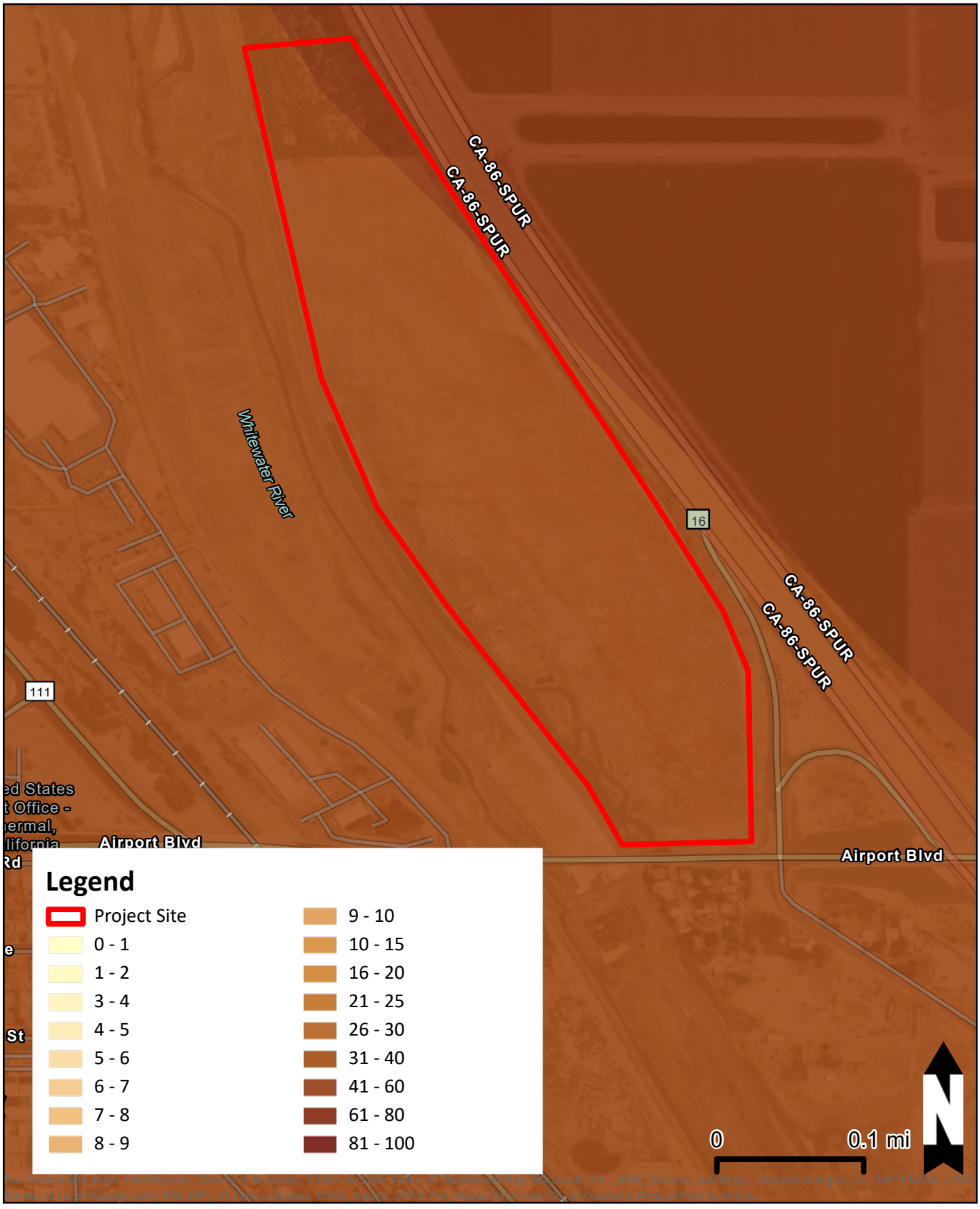

Risk of Ground Shaking

Coachella Business Park Development

Exhibit

4.7-2

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Liquefaction

Liquefaction is a hazard typically associated with intense ground shaking. During seismic events, soils can destabilize, particularly when sufficient water is present in the soil, resulting in liquefaction. Liquefaction is generally associated with shallow groundwater conditions and the presence of loose and sandy soils or alluvial deposits. Soils that are most susceptible to liquefaction are loose to moderately dense, saturated granular soils with poor drainage. The important factors that affect the potential for soil liquefaction are duration (as indicated by earthquake magnitude) and intensity (as indicated by peak-ground acceleration). There are two main water bearing aquifers in the City. The deep ground water aquifer has groundwater levels that are hundreds of feet below the surface. The other main aquifer is shallow and as such, in combination with unconsolidated soils and seismic shaking, creates a high potential for liquefaction.

The City has a high potential for liquefaction from seismic events. The western portion of the City has the highest potential for liquefaction while the eastern portion has a moderate potential for liquefaction (City of Coachella 2035 General Plan Update Environmental Impact Report; 2014). According to the *Geotechnical Evaluation* prepared for the proposed Project, the State of California has not determined a historical high groundwater depth in the Project area. Groundwater at the Project site was encountered at depths of 14 to 20 feet below existing grades immediately after drilling in recent explorations. Further, generally isolated and thin layers of silty sands occurring at depths of approximately 10 to 55 feet exhibit a potential for liquefaction. Therefore, the *Geotechnical Evaluation* determined that liquefaction is likely at the Project site during a design-level seismic event. The magnitude of seismic induced settlement could be on the order of 2 to 3 inches.

Landslides and Slope Failure

Landslides often occur along pre-existing zones of weakness within bedrock and have the potential to occur on over-steepened slopes, especially where weak layers, such as thin clay layers, are present and dip out-of-slope. Slope instability is a condition that can be pre-existing and can pose a negative condition for a project. Local folding of bedrock or fracturing due to faulting can add to the potential for slope failure. Most of the City is relatively level with a low potential for landslides (City of Coachella 2035 General Plan Update Environmental Impact Report; 2014). As shown on Exhibit 4.7-3: *Slope Distribution in Degrees*, and according to the *Geotechnical Evaluation* prepared for the proposed Project, the Project site is relatively flat with no slopes and the proposed development is not anticipated to construct permanent slopes. Therefore, the proposed development would not impact the Project site with respect to the potential for slope instability, including debris flows.

Earthquake-Induced Settlement

Settlement of the ground surface can be accelerated and accentuated by earthquakes. During the prolonged ground shaking of an earthquake, settlement can occur as a result of the relatively rapid compaction and settling of subsurface materials (particularly loose, uncompacted, and variable sandy sediments above the water table) due to the rearrangement of soil particles. Settlement can occur uniformly or occur differentially within the same land segment. Areas underlain by improperly compacted artificial fill would be susceptible to this type of settlement (City of Coachella 2035 General Plan Update Environmental Impact Report; 2014). Based on the *Geotechnical Evaluation* prepared for the proposed Project, the silty sands and sandy silts in the upper 15 feet of the site's soil profile exhibit a potential for settlement from liquefaction upon saturation. Storm water infiltration into the underlying soils may adversely impact the proposed buildings and improvements, as well as the adjacent public roadways. Therefore, the *Geotechnical Evaluation* concluded that stormwater infiltration should not be used at the Project site due to the risk for potential liquefaction settlement of soils underlying infiltration areas.

Soil Erosion

The potential for geologic hazards related to soil erosion is typically high in areas with moderately steep to steep slopes (greater than 15 percent), loose to unconsolidated soils and sediments, little or no vegetation cover, and uncontrolled surface water runoff. Changes in any of these conditions can increase erosion potential, and an increase in erosion can increase downstream sediment loads. Soil erosion potential within the City varies greatly by area, but is identified as high in the southern part of the City where the Project is located. (City of Coachella 2035 General Plan Update Environmental Impact Report, Figure 4.5-8; 2014). Based on the *Geotechnical Evaluation* prepared for the proposed Project, the Project site is predominantly bare or covered with sparse vegetation, and as such, the *Geotechnical Evaluation* concluded that the Project would not increase the potential for wind or water erosion at the site except during the demolition, grading, and construction phases.

Collapsible and Expansive Soils

Collapsible soils are low density, silty to very fine-grained, predominantly granular soils containing very small pore spaces and voids. When saturated, these soils undergo a rearrangement of their grains and a loss of cementation, resulting in substantial and rapid settlement under relatively low loads. Collapsible soils generally are the result of rapid deposition of sediment near the source that has not absorbed enough moisture to compact the soil. Most collapsible soils are associated with arid and semi-arid environments, including the City, which has a moderate to high potential for collapsible soils (City of Coachella 2035 General Plan Update Environmental Impact Report; 2014). According to the *Geotechnical Evaluation* prepared for the proposed Project, the potential for soils to consolidate on the Project site due to hydroconsolidation is unlikely based on previous soils sample testing.

Expansive soils generally result from having high percentages of expansive clay minerals. These fine-grained soils can undergo substantial increases and decreases in volume with an increase and decrease in water content. Expansive soils in the City have been identified primarily in the southern portions of the City (City of Coachella 2035 General Plan Update Environmental Impact Report; 2014). According to the *Geotechnical Evaluation* prepared for the proposed Project, expansive soils are not present near the surface at the Project site based on previous explorations.

Subsidence

Ground subsidence is defined as the downward movement of surface soils caused by the removal of underground fluids. Based on the *Geotechnical Evaluation* prepared for the proposed Project, groundwater withdrawal or petroleum extraction is not being performed at the proposed Project site or known to be performed at nearby sites. Therefore, the *Geotechnical Evaluation* concluded that the potential for subsidence to adversely affect the Project site is considered very low.

Slope Distribution in Degrees

Coachella Business Park Development

Exhibit

4.7-3

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Paleontological Resources

The Society of Vertebrate Paleontology (SVP) broadly defines significant paleontological resources as fossils and fossiliferous deposits which are generally fossils of large or small identifiable vertebrates. Paleontological resources are typically older than recorded human history (i.e., older than about 5,000 radiocarbon years).

Site Specific Geology and Paleontology

The geology of the Project area is mapped by Dibblee and Minch (2008) at a scale of 1:62,500 (Figure 3 of Appendix E3, *Paleontological Resources Addendum Report*). A portion of the Project Area is underlain by surficial sedimentary deposits composed of alluvial sand and clay deposited in valley areas (Qa) and fluvial sand and gravel deposited by the Whitewater River (Qg), during the Holocene Epoch (11,700 years ago to present) (Dibblee and Minch, 2008). Holocene sedimentary deposits are typically too young to have accumulated or preserved significant biological material but may overlie older Pleistocene deposits with significant paleontological resources.

Holocene lacustrine silt deposits of ancient Lake Cahuilla shallowly underlie surficial sedimentary deposits in the southern Coachella Valley. These Holocene Lake Cahuilla deposits grade into older Pleistocene deposits of ancient Lake Cahuilla deposits at depth (Waters, 1983; Whistler et al., 1995; Norris, 1999; Alles, 2011). The depth of the contact between the Holocene-age and Pleistocene-age Lake Cahuilla deposits in the Project area is unknown; however, radiocarbon dating derived from an exposure of Lake Cahuilla deposits located approximately 5 miles south of Indio indicated that lacustrine silt sediments at a depth of 20 ft below ground surface (bgs) have an age of approximately 4,000 years B.P. (Waters, 1983). The Pleistocene- to Holocene-age Lake Cahuilla deposits are generally composed of weakly consolidated, shallow-to-moderately deep lacustrine sands, silts, and clays with tufa and travertine rock coatings (Waters, 1983; Norris, 1999). The Lake Cahuilla sediments range from several feet deep at the margin of the Coachella Valley to as much as 300 ft thick in the center of the Salton Trough (Arnal, 1961; Norris and Webb, 1976).

Lacustrine deposits derived from ancient Lake Cahuilla have yielded scientifically significant mollusk shells within the Salton Trough (Whistler et al., 1995), and Holocene-age, nonmineralized mollusk shells have also been found in the Lake Cahuilla silt deposits (Norris and Webb, 1976). A paleontological assessment documented four fossil localities from Lake Cahuilla deposits approximately seven miles west of the Project area that produced material from bighorn sheep (Ovis canadensis), small terrestrial vertebrates, fish, freshwater bivalves, freshwater gastropods, diatoms, spores, pollen, land plants, sponges, and ostracods.

Paleontological Resource Potential

Absent specific agency guidelines, most professional paleontologists in California adhere to the guidelines set forth by SVP (2010) to determine the course of paleontological mitigation for a given project. These guidelines establish protocols for the assessment of the paleontological resource potential of underlying geologic units.

High Potential (Sensitivity)

Rock units from which significant vertebrate or significant invertebrate fossils or significant suites of plant fossils have been recovered have a high potential for containing significant nonrenewable fossiliferous resources. These units include but are not limited to sedimentary formations and some volcanic formations that contain significant nonrenewable paleontological resources and sedimentary rock units.

Low Potential (Sensitivity)

Sedimentary rock units that are potentially fossiliferous but have not yielded fossils in the past or contain common and widespread invertebrate fossils of well-documented and understood species,

and habitat ecology are considered to have a low potential for containing significant nonrenewable fossiliferous resources.

Undetermined Potential (Sensitivity)
Specific areas underlain by sedimentary rock units for which little information is available have undetermined fossiliferous potentials.

No Potential
Rock units of metamorphic or igneous origin are commonly classified as having no potential for containing significant paleontological resources.

4.7.2 REGULATORY FRAMEWORK

Federal Regulations

Clean Water Act
Congress enacted the Clean Water Act (CWA), formerly the Federal Water Pollution Control Act of 1972, with the intent of restoring and maintaining the chemical, physical, and biological integrity of the waters of the United States. The CWA requires states to set standards to protect, maintain, and restore water quality through the regulation of discharges to surface water. Those discharges are regulated by the National Pollutant Discharge Elimination System (NPDES) permit process (CWA Section 402).

State Regulations

Alquist-Priolo Earthquake Fault Zoning Act
The Alquist-Priolo Earthquake Fault Zoning Act of 1972 was passed into law following the destructive February 9, 1971, magnitude 6.6 San Fernando earthquake. The Act provides a mechanism for reducing losses from surface fault rupture on a Statewide basis. The Act groups faults into active, potentially active, and inactive categories. Historic and Holocene age faults are considered active, Late Quaternary and Quaternary age faults are considered potentially active, and pre-Quaternary age faults are considered inactive.

The Act contains two requirements: (1) it prohibits the location of most structures for human occupancy across the trace of active faults; and (2) it establishes Earthquake Fault Zones and requires geologic/seismic studies of most proposed development within 50 feet of the zone. The Earthquake Fault Zones are delineated and defined by the State Geologist and identify areas where potential surface rupture along a fault could occur.

Seismic Hazards Mapping Act
In 1990, the California State Legislature passed the Seismic Hazard Mapping Act (Act) to protect the public from the effects of strong shaking, liquefaction, landslides, or other ground failure, and other hazards caused by earthquakes. The program and actions mandated by the Seismic Hazards Mapping Act closely resemble those of the Alquist-Priolo Earthquake Fault Zoning Act.

The Act addresses non-surface fault rupture earthquake hazards, including liquefaction and seismically induced landslides. Specifically, the maps identify areas where soil liquefaction and earthquake-induced landslides are most likely to occur. The Act directs cities, counties, and state agencies to use the maps in their land use planning and permitting processes. The Act requires the State Geologist to delineate various seismic hazard zones and requires cities, counties, and other local permitting agencies to regulate certain development projects within these zones. Before a development permit is granted for a site within a seismic hazard zone, a

geotechnical investigation of the site must be conducted, and appropriate mitigation measures incorporated into the project design.

State Water Resources Control Board

NPDES permitting authority is administered in California by the State Water Resources Control Board (SWRCB) and its nine Regional Water Quality Control Boards (RWQCBs). Individual projects within the City that disturb more than one acre would be required to obtain NPDES coverage under the California General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Construction General Permit).

The Construction General Permit requires the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP) describing best management practices (BMPs) the discharger would use to prevent and retain storm water runoff and to prevent soil erosion. The SWPPP should contain a site map(s) which shows the construction site perimeter, existing and proposed buildings, lots, roadways, storm water collection and discharge points, general topography both before and after construction, and drainage patterns across the project site. The SWPPP must list BMPs the discharger would use to protect storm water runoff and the placement of those BMPs. Additionally, the SWPPP must contain a visual monitoring program; a chemical monitoring program for "non-visible" pollutants to be implemented if there is a failure of BMPs; and a sediment monitoring plan if the site discharges directly to a water body.

California Department of Transportation (Caltrans)

The California Department of Transportation (Caltrans) has jurisdiction over State and interstate routes within California. Any work undertaken within the right-of-way of a federal or State transportation corridor is subject to Caltrans regulations. Caltrans standards incorporate the CBC and contain numerous additional rules and regulations to protect the public from seismic hazards such as surface fault rupture, and ground shaking. In addition, Caltrans standards require that projects be constructed to minimize potential hazards associated with cut and fill operations, grading, slope instability, and expansive or corrosive soils, as described in the Caltrans Highway Design Manual (HDM).

California Building Code

The purpose of the Uniform Building Code (UBC) is to provide minimum standards to preserve public peace, health, and safety by regulating the design, construction, quality of materials, equipment, location, grading, use, occupancy, and maintenance of all buildings and structures. UBC standards address foundation design, shear wall strength, and other structurally related conditions. In addition to the requirements of the Uniform Building Code, California Code of Regulations, Title 24, also known as the California Building Standard Code or the California Building Code (CBC), establishes further guidance for foundation design, shear wall strength, and other structurally related concerns. The CBC is administered by the California Building Standards Commission, which, by law, is responsible for coordinating all building standards.

The CBC modified national UBC regulations for specific conditions found in California and therefore requires structures to be built to withstand ground shaking in areas of high earthquake hazards and the placement of strong motion instruments in larger buildings, to monitor and record the response of the structure and the site of seismic activity. Compliance with CBC regulations ensures the adequate design and construction of building foundations to resist soil movement. The CBC also contains drainage requirements in order to control surface drainage and to reduce seasonal fluctuations in soil moisture content.

The provisions of the CBC apply to the construction, alteration, movement, replacement, and demolition of every building or structure throughout California. The earthquake design requirements are used to determine a Seismic Design Category (SDC) for a project. The SDC is a classification system that combines the occupancy

categories with the level of expected ground motions at the site and ranges from A (very small seismic vulnerability) to E/F (very high seismic vulnerability and near a major fault).

California Health and Safety Code

Section §19100 et seq. of the California Health and Safety Code establishes the State's regulations for earthquake protection. This section of the code requires structural designs to be capable of resisting likely stresses produced by strong winds and earthquakes.

California Public Resources Code

California Public Resources Code (PRC) Section 5097.5 states "no person shall knowingly and willfully excavate upon, or remove, destroy, injure or deface" any "vertebrate paleontological site" on public lands without the "permission of the public agency having jurisdiction over such lands." Violation of this section is a misdemeanor.

As used in this PRC section, "public lands" means lands owned by or under the jurisdiction of the State or any City, county, district, authority, or public corporation, or any agency thereof. Consequently, public agencies are required to comply with PRC Section 5097.5 for their own activities, including construction and maintenance, as well as for permit actions (e.g., encroachment permits) undertaken by others.

Local Regulations

City of Coachella 2035 General Plan Update

The City of Coachella 2035 General Plan Update contains the following goals and policies related to geology and soils in the City:

Sustainability + Natural Environment Element

Goal 7. Waterways. Waterways and desert washes that serve a natural, environmental function and provide aesthetically pleasing open space for the community.

- *Policy 7.1* Pollution prevention. Limit the amount and concentration of pollutants released into the City's waterways.
- *Policy 7.2* Development impacts. When considering development applications, require consideration of onsite detainment of stormwater runoff and require the incorporation of appropriate stormwater treatment and control measures, in accordance with the most recent NPDES permit requirements.
- *Policy 7.3* Soil erosion. Require the prevention of water-born soil erosion from sites, especially those undergoing grading and mining activities.

Safety Element

Goal 1. Earthquake Hazards. A community that is minimally affected by seismic shaking and other earthquake-induced hazards.

- *Policy 1.1* Development plan review. Review all plans for new development to be certain new structures are designed in accordance with the most recent California Building Code adopted by City Council, including the provisions regarding seismic loads, lateral forces and grading.
- *Policy 1.2* Earthquake-resistant new buildings. Require all new habitable buildings and structures to be designed and built to be seismically resistant and not built across the trace of an active fault.
- *Policy 1.6* Liquefaction assessment studies. Require liquefaction assessment studies be conducted for all projects proposed in areas identified as potentially susceptible to liquefaction (Plate 1-3, Technical

Background Report). These studies need to be conducted in accordance with the provisions in the Seismic Hazards Mapping Act and the most recent version of the California Geological Survey's Special Publication 117: Guidelines for Evaluating and Mitigating Seismic Hazards in California.

- *Policy 1.7* Liquefaction mitigation. In areas where geotechnical testing shows the sediments are susceptible to liquefaction, require the implementation of mitigation measures as a condition of approval. Liquefaction mitigation measures shall be applied to all habitable structures, bridges, roadways, major utility lines and park improvements to be built in these areas.
- *Policy 1.9* Inundation review. Regularly evaluate the above-ground water storage tanks in the General Plan area to assess their potential inundation hazard in the event of catastrophic failure and ensure all tanks are fitted with appropriate seismic safeguards, including shut-off valves, in accordance with the most recent water tank design guidelines.

Goal 2. Geologic Hazards. A community that has used engineering solutions to reduce or eliminate the potential for injury, loss of life, property damage and economic and social disruption caused by geologic hazards such as slope instability; compressible, collapsible, expansive or corrosive soils; and subsidence due to groundwater withdrawal.

- *Policy 2.1* Geotechnical investigations. Require all development proposals in the City to conduct, as a condition of approval, geotechnical and engineering geological investigations, prepared by state-certified professionals (geotechnical engineers and engineering geologists, as appropriate) following the most recent guidelines of the California Geological Survey and similar organizations, that address, as a minimum, the site-specific geologic hazards identified in the Technical Background Report. This includes the hazard of slope failure in, and adjacent to, hillside areas.
- *Policy 2.2* Mitigated geologic hazards. Require all new developments to mitigate the geologic hazards that have the potential to have an impact on habitable structures and other improvements.
- *Policy 2.3* Slope failure mitigation. Minimize grading and modifications to the natural topography to prevent potential for man-induced slope failures. Where deemed necessary, erect protective devices such as barriers, rock fences, retaining structures or catchment areas.
- *Policy 2.4* Field inspections. Conduct routine field inspections during grading and construction to ensure safety practices are being followed and the site is being graded; and new structures are being built in accordance with the most recent California Building Code adopted by the City, in agreement with the approved plans and specifications.
- *Policy 2.5* Slope failure map updates. Maintain an updated map of slope failures in the General Plan area to identify slopes where debris flows, surficial mass wasting events, and rockfalls have occurred, especially during wet winters.
- *Policy 2.8* Critical facility siting. Regulate the location of new essential or critical facilities in areas that could be affected by geologic hazards by comparing, during the project feasibility stage, the location of the proposed facilities with the mapped areas in the Technical Background Report identified as susceptible to natural hazards.
- *Policy 2.9* Groundwater resources protection. Develop partnerships with the Coachella Valley Water District and adjacent communities to manage the groundwater resources of the region, prevent over-drafting of the aquifers and prevent regional subsidence due to excessive water extraction.

4.7.3 IMPACT ANALYSIS

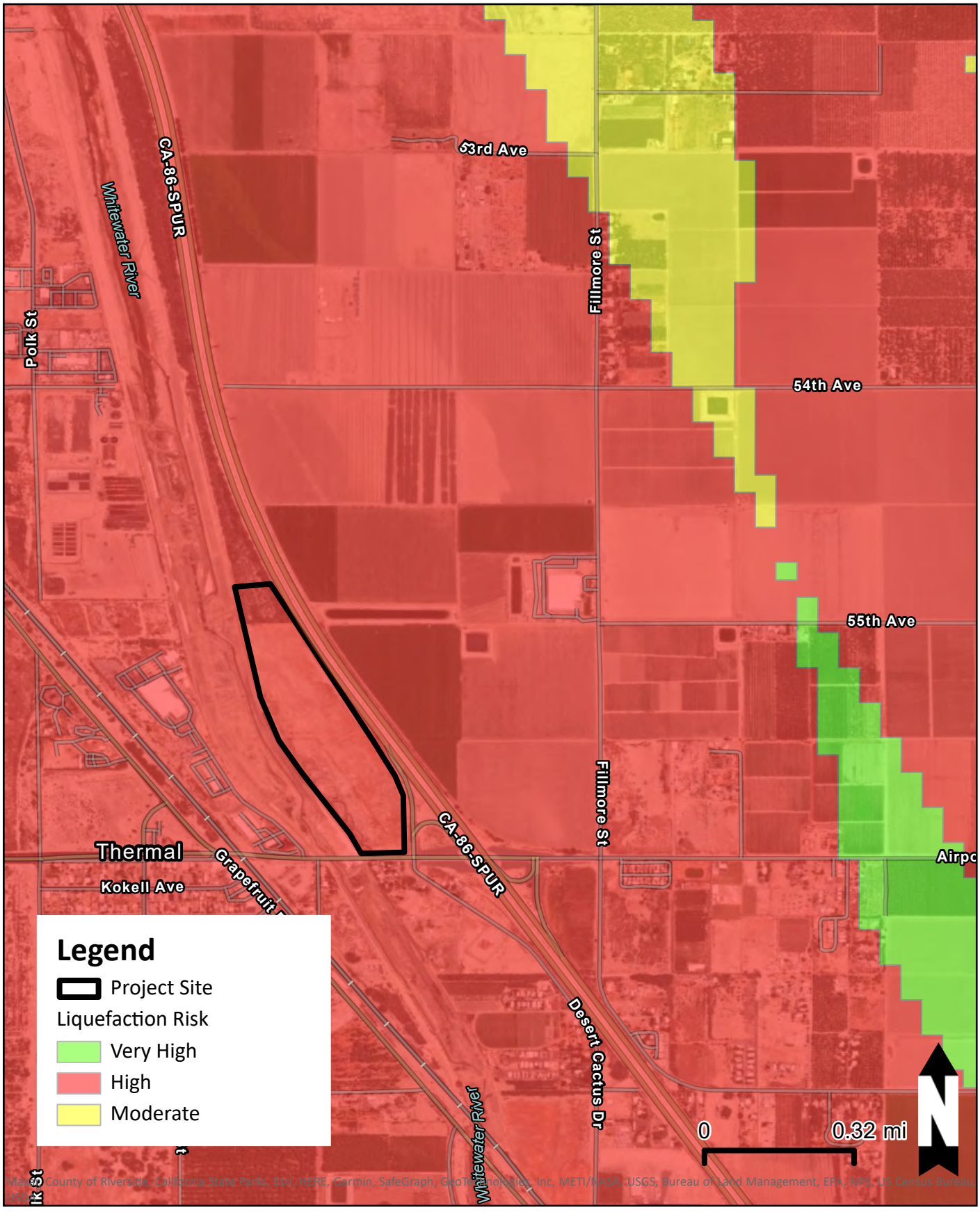
Thresholds of Significance

The impact analysis provided below is based on the following State CEQA Guidelines Appendix G thresholds of significance for determining whether the project would:

- Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:
    - Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault;
    - Strong seismic ground shaking;
    - Seismic-related ground failure, including liquefaction; and
    - Landslides.
- Result in substantial soil erosion or the loss of topsoil;
- Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse;
- Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property;
- Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of waste water;
- Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

Methodology

The proposed Project site and surrounding areas were reviewed and analyzed with respect to geologic impacts and soils as well as applicable regulations and guidelines. Specifically, the analyses included the potential for seismic activity to affect people and structures, as well as the necessary protection from seismic hazards. Consideration is given to erosion associated with future development, related construction activities, as well as potential geologic hazards posed by liquefaction, ground shaking, and underlying geologic materials (see Exhibit 4.7-4: *Risk of Liquefaction*; Exhibit 4.7-5: *Risk of Landslide*; Exhibit 4.7-6: *Soils Classification*; and Exhibit 4.7-7: *Potential for Erosion*). In order to reduce potential hazards from earthquakes or other local geologic hazards, the proposed Project is required to be in compliance with local and State regulations, as well as the applicable City of Coachella 2035 General Plan Update goals and policies.



Risk of Liquefaction

Coachella Business Park Development

Exhibit

4.7-4

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Risk of Landslide

Coachella Business Park Development

Exhibit

4.7-5

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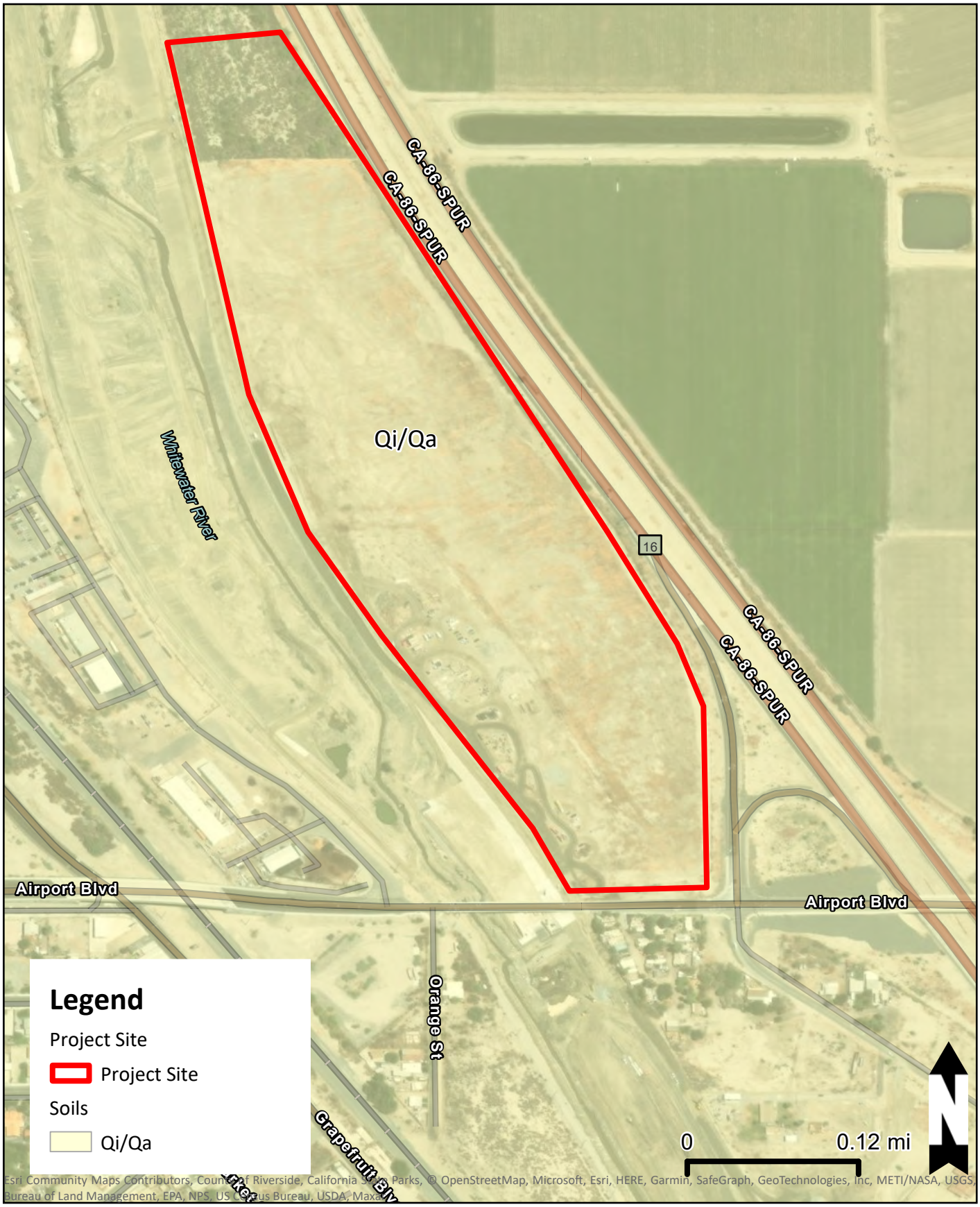

Soils Classification

Coachella Business Park Development

Exhibit

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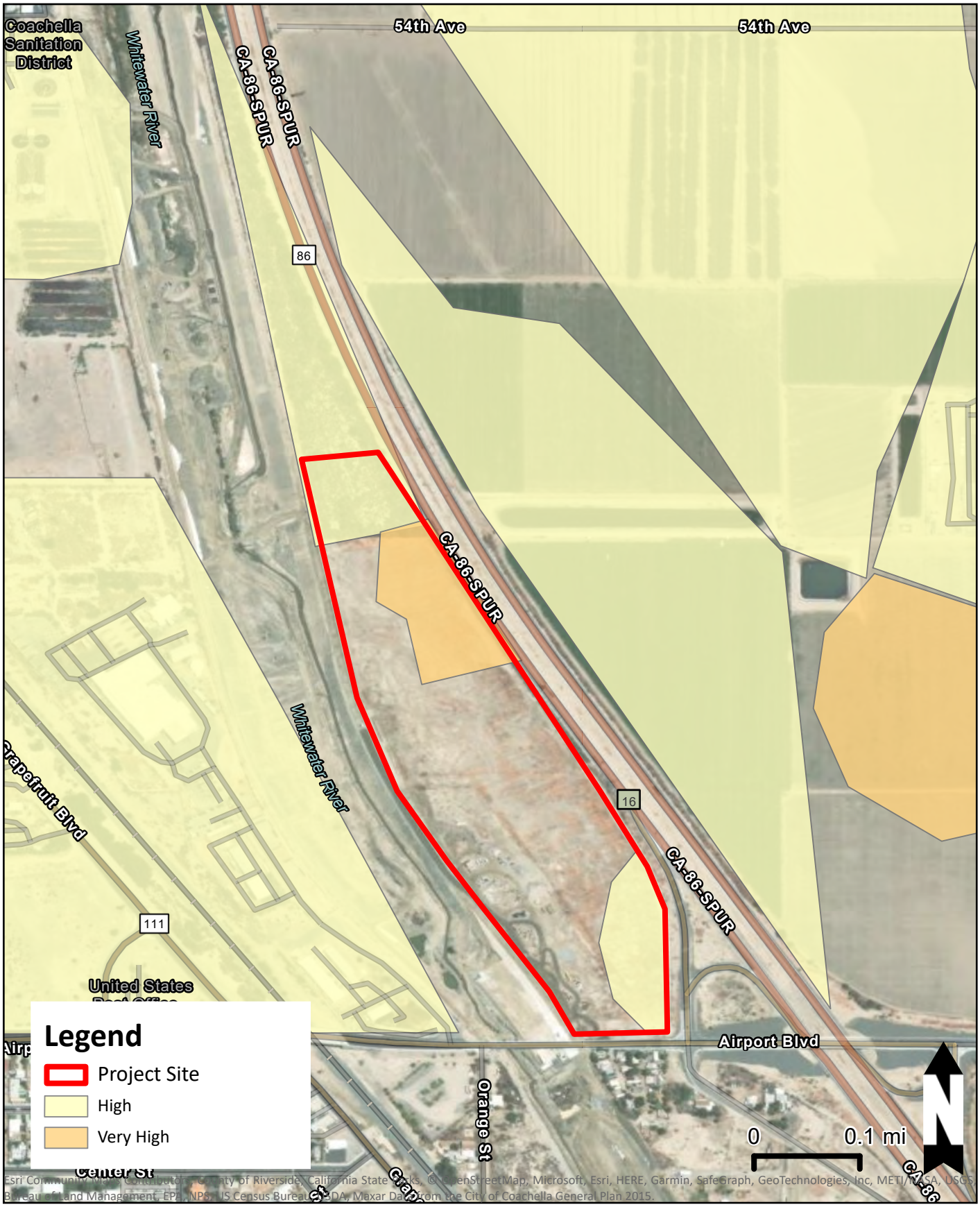

Potential for Erosion

Coachella Business Park Development

Exhibit

4.7-7

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Impacts

Impact 4.7.1: Implementation of the proposed Project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving earthquake fault ruptures, strong seismic ground shaking and ground failure, as well as liquefaction and landslides (Less than Significant Impact with Mitigation Incorporated).

Seismic Hazards and Groundshaking

The proposed Project site is relatively flat, sloping gently to the south. In general, the north side of the site is approximately eight (8) feet higher than the southern side over a distance of approximately 3,000 feet. Existing ground surface elevations range from about -112 to -120 feet mean sea level (MSL). Directly adjacent to the western side of the site, an unpaved maintenance road is located at the top of the Coachella Valley Stormwater Channel , on a berm which is approximately two (2) to three (3) feet higher than the Project site at the southern end of the site and approximately eight (8) to 10 feet higher at the northern end of the site.

Although, as with any site in the southern California region, the proposed Project site is susceptible to strong seismic ground shaking in the event of a major earthquake. There are no known active faults crossing through the proposed Project site. Furthermore, major earthquakes typically produce seismic waves that cause ground shaking that can be felt at different strengths based on factors such as the size of the earthquake, distance of the epicenter from a particular location, the topography of the area and the types of soils at a site. The site is not located within an Alquist-Priolo Earthquake Fault Zone. The closest Fault Zone is located over five (5) miles to the east of the site. Therefore, ground rupture due to faulting is considered unlikely at this site and there is no potential impact from earthquake fault rupture at or near the proposed Project site during construction and operation.

Landslides

In addition, as a mandatory condition of final Project approval, all buildings and associated improvements on the site would be required to be constructed in accordance with the California Building Standards Code (CBSC), also known as California Code of Regulations (CCR), Title 24 (Part 2), and the City of Coachella Building Code, which is based on the CBSC with local amendments. The CBSC and the City of Coachella Building Code (Chapter 15.32) have been specifically tailored for California earthquake conditions. The Universal Building Code (UBC) and the CBC include building standards to ensure that the design and construction of new structures are engineered to withstand the expected ground acceleration that may occur at this site. Earthquake resistant designs include such measures as concrete framing, flexible building diaphragms, anchoring concrete or masonry wall, framing below the base, building separation, and collector elements for seismic stresses. Therefore, through compliance with the applicable City of Coachella grading and construction guidelines, building codes and compliance with the City of Coachella 2035 General Plan Update Polices 1.2, 1.6, 1,7 2.1, 2-3, 2.4, and 2.9 of the Safety Element, which require earthquake resistant building designs, mitigation for ground hazards, slope failures and groundwater resources, as well as conducting field inspections during project grading and construction, potential impacts related to ground shaking and the risk of loss, injury, or death involving rupture of a known earthquake fault and ground failure hazards, would therefore be less than significant during construction and operation.

Liquefaction

The *Geotechnical Evaluation* conducted for the proposed Project indicates that the site overall may have the potential for liquefaction, which typically occurs in wet and sandy soils and the site is located within an area mapped by the City as having a potential for soil liquefaction. Therefore, the *Geotechnical Evaluation* evaluated the potential for liquefaction according to established industry methods, accounting for a ground acceleration

of 0.80g for a magnitude 6.9 earthquake for the site. Criterion for liquefaction susceptibility of the fine-grained soils was based on methods presented in Bray and Sancio (2006), utilizing a groundwater depth of 10 feet for soil evaluations. Based on the preliminary evaluation of the field data using the methods and ground accelerations above, generally isolated and thin layers of silty sands occurring at depths of approximately 10 to 55 feet exhibit a potential for liquefaction. As a result, there is the potential for liquefaction to occur at the proposed Project site during a design-level seismic event. The magnitude of seismicly induced settlement could be on the order of 2 to 3 inches. Therefore, a potentially significant impact could occur relative to liquefaction with Project implementation. However, the use of mat foundations, pile foundations, or ground improvement may be used to mitigate the potential liquefaction settlements and with implementation of Mitigation Measure GEO-1 in areas of the Project site that may be susceptible for liquefaction, impacts would be reduced to less than significant levels.

Mitigation Measures

GEO-1 Prior to the issuance of a grading permit, a geotechnical investigation specific to building design and liquefaction, in compliance with City of Coachella requirements, shall be prepared by a licensed professional and submitted to the City of Coachella for review. The geotechnical report shall assess potential consequences of any liquefaction and soil strength loss, estimation of lateral soil movements or reduction in foundation soil bearing capacity. The geotechnical report shall provide recommended measures to ensure compliance with all applicable geotechnical standards for building design consideration, such as mat foundations, pile foundations, or ground improvement to mitigate the potential liquefaction settlements, and all recommendations shall be incorporated into all improvement plans.

Impact 4.7.2: Implementation of the proposed Project would not result in soil erosion or in substantial loss of topsoil (Less than Significant Impact).

Construction Impacts

Construction of the proposed Project would require excavation, grading and filling of soils. Excavation and grading activities have the potential to temporarily expose bare soils, which could be removed from the site and thereby increase the possibility for wind or water-related erosion and sedimentation transported through wind shearing or stormwater runoff. Since Project related construction would disturb more than one (1) acre of land, pursuant to the State Water Resources Control Board requirements, the proposed Project would be mandated to obtain a NPDES permit for construction activities, which includes a SWPPP. The SWPPP would specify which BMPs would reduce soil erosion and sedimentation. These BMPs could include the use of silt fencing, sediment berms and erosion control blankets during project construction.

Additionally, because grading would exceed 50 cubic yards, a grading permit would be required. As part of reviewing and approving a grading permit application, the City imposes its standard conditions, including, but not limited to, dust and rodent control, conducting pre-construction meetings with neighbors, and traffic control plans, amongst other measures, which would ensure that the proposed grading will have minimal impact. The proposed Project also would be required to comply with SCAQMD Rule 403 for fugitive dust control, to minimize water and windborne erosion, which requires the use of BMPs for fugitive dust control measures for any construction activities on a site. Therefore, with implementation of the above standard requirements, the Project's construction-related impacts relative to erosion would be less than significant.

Operational Impacts

Prior to start of the Project operations, the proposed Project would be required to prepare and implement a Water Quality Management Plan (WQMP). The WQMP would be a site-specific post-construction water quality management program designed to minimize the release of waterborne pollutants, including pollutants of concern for downstream receiving waters, under long-term conditions. The WQMP would also establish a post-construction implementation and maintenance plan to ensure on-going, long-term erosion protection. With mandatory implementation of the SWPPP, WQMP, related erosion control measures as well as Policies 2.2, 2.3, 2.4, 2.8 and 2.9 of the City of Coachella 2035 General Plan Update Safety Element, which require all new development projects to mitigate for geological hazards, slope failure, and field inspections during project construction, as well as regulating the siting of new critical facilities such as the proposed Imperial Irrigation District (IID) facility on the site. These BMPs would also include requirements during operation of the Project including the use of traps, gravel bag grasses and vegetative ground cover, addition of mulch to landscaped areas, roughening of surface soils and use of erosion blankets. Therefore, impacts of the proposed project would be less than significant.

Mitigation Measures

No mitigation is required.

Impact 4.7.3: Implementation of the proposed Project would not be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse (Less than Significant Impact with Mitigation Incorporated).

Landslide

As discussed above, the *Geotechnical Evaluation* concluded that the Project site does not contain substantial natural or man-made slopes under existing conditions, and there are no hillsides in the vicinity of the Project site with a potential to expose the site to landslide hazards. In addition, the Project would not construct any permanent slopes onsite. Therefore, potential impacts associated with landslides would be less than significant.

Subsidence

As discussed above, the *Geotechnical Evaluation* concluded that the potential for subsidence to adversely affect the Project site is considered very low. Therefore, potential impacts associated with subsidence would be less than significant.

Liquefaction and Settlement

The City of Coachella 2035 General Plan Update EIR identifies a majority of the City in general, and the proposed Project site in particular, as being located in a high liquefaction zone (Exhibit 4.7-4). Therefore, the associated risk of lateral spreading from liquefied soils at the proposed Project site is high since lateral spreading occurs when soils liquefy. The proposed Project would be required to comply with all City of Coachella construction guidelines, the City's Building Codes, and the City of Coachella 2035 General Plan Update Safety Element Policies 1.6 and 1.7, which require the preparation of liquefaction assessment studies and appropriate mitigation measures. All buildings constructed on the site would be required to be constructed in accordance with the California Building Standards Code (CBSC)'s Code of Regulations, Title 24 (Part 2).

As discussed above, the *Geotechnical Evaluation* indicated that groundwater was typically encountered on the Project site at 14 to 20 feet in borings drilled at the site during soil investigations conducted by GPI in 2019. As

a result of this shallow groundwater, the Project's buildings are at risk of damage due to liquefaction, resulting in a potentially significant impact. As part of the analysis conducted for the Project-specific soils report, grading and construction recommendations were provided to mitigate these impacts, and are listed below. The proposed Project would also be required to comply with all City of Coachella construction guidelines, the City of Coachella 2035 General Plan Update Sustainability + Natural Environment Element Policies 7.1, 7.2 and 7.3, which require the incorporation of adequate stormwater control measures, pollution and soil erosion prevention measures to be undertaken at a project site. With implementation of Mitigation Measure GEO-1 and the City's standard requirements, impacts associated with liquefaction will be reduced to less than significant levels.

Based on the conditions encountered at subsurface testing locations at the site, the *Geotechnical Evaluation* determined that the site has the potential to be subject to settlement. The placement of building loads, structural loads of minor ancillary structures, or a significant thickness of fill has the potential to result in ground surface settlement due to the compression of the undocumented fill at the surface. Construction measures will be required to remove the undocumented fills under structural loads during site grading. Preliminary plans indicate that significant fills are not planned for the project. Provided the undocumented fills have been removed, ground improvement or piles are installed under loaded areas, the potential for settlement to adversely affect the project is considered to be low. As a result, a significant impact could occur, and mitigation is required. As described in Mitigation Measure GEO-2, settlement may be attenuated through the removal of surface and near surface soils down to competent materials and replacement with properly compacted fill. With implementation of Mitigation Measure GEO-2, impacts associated with settlement will be reduced to less than significant.

Mitigation Measures

GEO-2 During the design level of the Project and prior to issuance of a grading permit, the Project Applicant shall prepare subsurface explorations and laboratory testing of soil samples and submit to the City for review and approval, which shall be utilized to provide specific design recommendations for the earthwork and structures. Field observation and construction review shall be provided by a licensed professional during grading, excavation, and foundation construction, which shall include recommendations and measures for the removal of surface and near surface soils down to competent materials and their replacement with properly compacted fill.

Impact 4.7.4: Implementation of the proposed Project would not be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994) and would therefore not create any substantial direct or indirect risks to life or property (Less than Significant Impact).

According to the Web Soil Survey conducted for the proposed site, the Project site consists of Coachella fine sand, fluvents, Gilman fine sandy loam, and Indio fine sandy loam. In addition, no clay soils were observed in the near surface soils during the soil investigations conducted by GPI in 2019. Due to the low clay content in underlying soils at the site, these near surface soils can be anticipated to have very low expansion characteristics. According to the *Geotechnical Evaluation* prepared for the proposed Project, expansive soils are not present near the surface at the Project site based on previous explorations.

In addition, the proposed Project would be required to comply with all City of Coachella construction requirements, the City of Coachella 2035 General Plan Update Safety Element Polices 2.1, 2.3 and 2.5, which require all development proposals to conduct geotechnical investigations, minimize grading and modifications

to the natural topography to prevent the potential for man-induced slope failures, and maintenance of an updated map of slope failures in the General Plan area. Therefore, impacts related to expansive soils would be less than significant.

Mitigation Measures

No mitigation is required.

Impact 4.7.5: Implementation of the proposed Project would not have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems (No Impact).

The proposed Project would not involve the use of septic tanks or any other alternative wastewater disposal systems. Sanitary sewer will be extended to the site from existing Coachella Valley Water District (CVWD) sewer lines and connections, and treatment will occur at existing CVWD facilities. Therefore, there would be no impacts associated with septic tanks or alternative wastewater systems.

Mitigation Measures

No mitigation is required.

Impact 4.7.6: Implementation of the proposed Project would not directly or indirectly destroy a unique paleontological resource or site or unique geologic feature (Less than Significant Impact with Mitigation Incorporated)

Based on the Paleontological Assessment prepared for the proposed Project, the proposed Project site is immediately underlain by Holocene age surficial alluvial sediments and beneath are older Pleistocene-age Lake Cahuilla deposits. The site and its surroundings are also underlain by surficial sediments of the Holocene period, which are generally too young to contain fossilized material. It was concluded that shallow excavations (approximately 10 feet in depth or less) are unlikely to yield any significant paleontological resources because younger Holocene deposits are void of fossils and near-surface alluvium is usually too young to contain fossils and therefore possess low sensitivity. As a result, no effects to paleontological resources would occur from earth-moving activities at depths of up to 10 feet at the proposed Project site. However, deeper excavations that may extend into older Pleistocene Lake Cahuilla beds are more likely to unearth fossil remains. Older deposits underlying the Project area are considered to have a high paleontological sensitivity because they have proven to yield significant paleontological resources.

Ground-disturbing activities exceeding depths beyond Holocene soils have the potential to significantly impacts paleontological resources. With incorporation of Mitigation Measures GEO-3 through GEO-6, impacts to paleontological resources would be reduced by utilizing certified and trained field personnel to identify, record and preserve any potential paleontological resources discovered on the site. Further, an onsite and qualified paleontologist will be available to monitor and coordinate the use of construction equipment on any portion of the site where paleontological resources are found, thereby reducing further impacts to such resources. Proposed Project impacts would therefore be reduced to less than significant with mitigation.

Mitigation Measures

GEO-3 Prior to the start of any and all proposed Project activities, all field personnel shall receive worker's environmental awareness training on paleontological resources. The training shall be

developed by a certified paleontologist familiar with the overall area, the site and specific components of the proposed Project. The training shall: a) provide a description of the laws and ordinances protecting fossil resources; b) provide education and means of identification of the types of fossil resources that may be encountered in the Project area; c) identify the role of the paleontological monitor; d) outline the steps that shall be followed in the event that a fossil discovery is made; and e) provide contact information for the Project paleontologist.

GEO-4 Prior to the commencement of ground-disturbing activities, a certified paleontologist shall be retained to prepare and implement a Paleontological Resources Monitoring and Mitigation Plan (PRMMP) for the proposed Project and submit it to the City for review and approval. The PRMMP shall describe the monitoring required during excavations that extend into Pleistocene age sediments, and the location of areas deemed to have a high paleontological resource potential. Part-time monitoring, or spot checking may be required during shallow ground-disturbances (< 10 feet below ground surface) to confirm that sensitive geologic units are not being impacted. Monitoring shall entail the visual inspection of excavated or graded areas and trench sidewalls.

GEO-5 In the event that a paleontological resource is discovered, the certified paleontological monitor shall have the authority to temporarily divert the construction equipment around the find until it is assessed for scientific significance and, if appropriate, collected and stored according to professional standards and guidelines. If the resource is determined to be of scientific significance, the Project paleontologist shall implement the recovery of resources, as established in the PRMMP.

GEO-6 For all excavations and ground disturbance activity (and curation of fossils if necessary) conducted at depths more than 10 feet or in any areas where the paleontologist determines that older deposits are encountered, the Project paleontologist shall prepare a final mitigation and monitoring report outlining the results of the PRMMP. The report shall include discussion of the location, duration and methods of the monitoring, stratigraphic sections, any recovered fossils, and the scientific significance of those fossils, and where fossils were curated. The final report shall be provided to the City of Coachella.

4.7.4 CUMULATIVE IMPACTS

The area for cumulative analysis for geology and soils is the City of Coachella and adjacent areas of unincorporated Riverside County. Cumulative development in the City has the potential to increase total population and therefore expose more people to geological hazards such as ground rupture and shaking from earthquakes, loss of topsoil, landslides, lateral spreading and liquefaction. However, geologic hazards are often site specific and individual future development in the City would be required to comply with applicable federal, State, and local regulations related to seismic hazards and geologic safety standards related to design and construction.

Cumulative projects have the potential for the discovery and impacts to paleontological resources elsewhere in the City and County. Based upon the geologic history of the Coachella Valley, there is always the possibility that ground-disturbing activities during future construction projects may uncover previously unknown paleontological resources or sites or unique geologic features. However, potential impacts to paleontological resources from future development would be addressed on a case-by-case basis and appropriate mitigation

would be designed to mitigate impacts resulting from future individual projects. Therefore, cumulative impacts relative to geology and soils would not be cumulatively considerable.

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This section provides a discussion of greenhouse gas (GHG) emissions from the proposed Project, analyzes the potential impacts of the proposed Project related to GHG and identifies the appropriate City of Coachella 2035 General Plan Update policies that reduce any identified impacts. Where quantification was required, emissions were modeled using the California Emissions Estimator Model (CalEEMod) Version 2022.1.1.25. The information and analysis herein rely on the following air quality study prepared for the proposed Project:

- *Coachella Airport Business Park Project, Air Quality, Energy, GHG Emissions, and HRA Impact Analysis* (AQ/Energy/GHG/HRA Analysis) prepared by Vista Environmental, dated June 2, 2025 (Appendix B)

The above-referenced AQ/Energy/GHG/HRA analysis was prepared for a slightly larger project.

The following technical terms are used throughout this section. Definitions for each are provided below.

- **Greenhouse gases (GHG).** Gases in the atmosphere that absorb infrared light, thereby retaining heat in the atmosphere and contributing to a greenhouse effect.
- **Global warming potential (GWP).** Metric used to describe how much heat a molecule of a GHG absorbs relative to a molecule of carbon dioxide (CO2) over a given period of time (20, 100, and 500 years). For example, Carbon Dioxide (CO2) has a GWP of 1.
- **Carbon dioxide-equivalent (CO2e).** The standard unit used to measure the amount of GHGs in terms of the amount of CO2 that would cause the same amount of warming. CO2e is based on the Global Warming Potential (GWP) ratios between the various GHGs relative to CO2.
- **MTCO2e.** Metric ton of CO2e.
- **MMTCO2e.** Million metric tons of CO2e.

4.8.1 SETTING

Greenhouse Gases and Climate Change

Global Climate Change (GCC) is defined as the change in average meteorological conditions on the earth with respect to temperature, precipitation, and storms. Atmospheric greenhouse gases (GHGs) play a critical role in the Earth's radiation amount by trapping infrared radiation from the Earth's surface, which otherwise would have escaped to space. This phenomenon, known as the Greenhouse Effect, is responsible for maintaining a habitable climate. Anthropogenic (caused or produced by humans) emissions of these GHGs in excess of natural ambient concentrations are responsible for the enhancement of the Greenhouse Effect and have led to a trend of unnatural warming of the Earth's natural climate, known as global warming or climate change. Emissions of gases that induce global warming are attributable to human activities associated with industrial/manufacturing, agriculture, utilities, transportation, and residential land uses. While several GHGs contribute to this process, including: water vapor,[1] carbon dioxide (CO2), methane (CH4), nitrous oxide (N2O), chlorofluorocarbons (CFCs), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), sulfur hexafluoride (SF6), and aerosols,[2] the Intergovernmental Panel on Climate Change (IPCC) has identified water vapor, CO2, CH4,

[1] Water vapor (H_2O) is the strongest GHG and the most variable in its phases (vapor, cloud droplets, ice crystals). However, water vapor is not considered a pollutant, but part of the feedback loop rather than a primary cause of change.

[2] Black carbon contributes to climate change directly, by absorbing sunlight, and indirectly, by depositing on snow (making it melt faster) and by interacting with clouds and affecting cloud formation. Black carbon is the most strongly light-absorbing component of

and O3 as the primary contributors towards an increase in global average temperatures observed in the 20th and 21st centuries. A brief description of each is provided below.

- Carbon dioxide (CO2) enters the atmosphere through the burning of fossil fuels (oil, natural gas, and coal), solid waste, trees and wood products, and respiration, and also as a result of other chemical reactions (e.g., manufacture of cement). Carbon dioxide is removed from the atmosphere (sequestered) when it is absorbed by plants as part of the biological carbon cycle.
- Methane (CH4) is emitted during the production and transport of coal, natural gas, and oil. Methane emissions also result from livestock and other agricultural practices and from the decay of organic waste in landfills and water treatment facilities.
- Nitrous oxide (N2O) is emitted during agricultural and industrial activities as well as during the combustion of fossil fuels and solid waste.

Some GHGs have stronger greenhouse effects than others. These are referred to as having high global warming potential (GWP). The GWP of each GHGs is shown in Table 4.8-1, *GHG Emissions and Their Relative Global Warming Potential Compared to CO_2*. The GWP is used to convert GHGs to CO2-equivalence (CO2e) to show the relative potential that different GHGs have to retain infrared radiation in the atmosphere and contribute to the greenhouse effect.

Table 4.8-1: GHG Emissions and Their Relative Global Warming Potential Compared to CO_2

GHGs	Fourth Assessment Report Global Warming Potential Relative to CO_2[1]	Fifth Assessment Report Global Warming Potential Relative to CO_2[1]	Sixth Assessment Report Global Warming Potential Relative to CO_2[1]
Carbon Dioxide (CO_2)	1	1	1
Methane (CH_4)[2]	25	28	30
Nitrous Oxide (N_20)	298	265	273

Sources: IPCC 2007, 2013, and 2022.

Notes: The IPCC published updated GWP values in its Sixth Assessment Report (AR6) that reflects new information on atmospheric lifetimes of GHGs and an improved calculation of the radiative forcing of CO2. However, GWP values identified in AR4 are used in CalEEMod. Therefore, the analysis used AR4 GWP values.

[1] Based on 100-year time horizon of the GWP of the air pollutant compared to CO2.

[2] The methane GWP includes direct effects and indirect effects due to the production of tropospheric ozone and stratospheric water vapor. The indirect effect due to the production of CO2 is not included.

Human Influence on Climate Change

For approximately 1,000 years before the Industrial Revolution, the amount of GHGs in the atmosphere remained relatively constant. During the 20th century, however, scientists observed a rapid change in the climate and the quantity of climate change pollutants in the Earth's atmosphere that is attributable to human activities. The recent Sixth Assessment Report (AR6) of the IPCC summarizes the latest scientific consensus on climate change. It finds that atmospheric concentrations of CO2 have increased by 50 percent since the Industrial Revolution and continue to increase at a rate of two parts per million each year. By the 2030s, and

particulate matter emitted from burning fuels such as coal, diesel, and biomass. The share of black carbon emissions from transportation is dropping and is expected to continue to do so between now and 2030 as a result of California's air quality programs. The remaining black carbon emissions come largely from woodstoves/fireplaces, off-road applications, and industrial/commercial combustion. However, state and national GHG inventories do not include black carbon due to work resolving the precise global warming potential of black carbon. Guidance for CEQA documents does not yet include black carbon.

no later than 2040, the world will exceed 1.5 degrees Celsius (°C) warming.[3] These recent changes in the quantity and concentration of climate change pollutants far exceed the extremes of the ice ages, and the global mean temperature is warming at a rate that cannot be explained by natural causes alone. Human activities are directly altering the chemical composition of the atmosphere through the buildup of climate change pollutants.[4] In the past, gradual changes in the earth's temperature changed the distribution of species, availability of water, etc. Human activities are accelerating this process so that environmental impacts associated with climate change no longer occur in a geologic time frame but within a human lifetime.[5] Like the variability in the projections of the expected increase in global surface temperatures, the environmental consequences of gradual changes in the Earth's temperature are hard to predict. Projections of climate change depend heavily upon future human activity. Therefore, climate models are based on different emission scenarios that account for historical trends in emissions and on observations of the climate record that assess the human influence of the trend and projections for extreme weather events. Climate-change scenarios are affected by varying degrees of uncertainty. For example, on the magnitude of the trends for:

- Warmer and fewer cold days and nights over most land areas.
- Warmer and more frequent hot days and nights over most land areas.
- An increase in frequency of warm spells/heat waves over most land areas.
- An increase in frequency of heavy precipitation events (or proportion of total rainfall from heavy falls) over most areas.
- Larger areas affected by drought. Intense tropical cyclone activity increases.
- Increased incidence of extreme high sea level (excluding tsunamis).

Potential Climate Change for California

There is at least a greater than 50 percent likelihood that global warming will reach or exceed 1.5°C in the near-term, even for the very low GHG emissions scenario.[6] Climate change is already impacting California and will continue to affect it for the foreseeable future. For example, the average temperature in most areas of California is already 1 degree Fahrenheit (°F) higher than historical levels, and some areas have seen average increases in excess of 2°F.[7] The California Fourth Climate Change Assessment identifies the following climate change impacts under a business-as-usual scenario:

- Annual average daily high temperatures in California are expected to rise by 2.7°F by 2040, 5.8°F by 2070, and 8.8°F by 2100 compared to observed and modeled historical conditions. These changes are statewide averages. Heat waves are projected to become longer, more intense, and more frequent.
- Warming temperatures are expected to increase soil moisture loss and lead to drier seasonal conditions. Summer dryness may become prolonged, with soil drying beginning earlier in the spring and lasting longer into the fall and winter rainy season.

[3] California Air Resources Board, 2022 *Scoping Plan for Achieving Carbon Neutrality*. https://ww2.arb.ca.gov/sites/default/files/2023-04/2022-sp.pdf

[4] California Environmental Protection Agency, Climate Action Team, March 2006, *Climate Action Team Report to Governor Schwarzenegger and the Legislature.*

[5] Intergovernmental Panel on Climate Change, 2007, Fourth Assessment Report: *Climate Change 2007, Impacts, Adaptation and Vulnerability.* https://www.ipcc.ch/site/assets/uploads/2018/03/ar4_wg2_full_report.pdf

[6] Intergovernmental Panel on Climate Change, 2021, Sixth Assessment Report: Climate Change 2022. https://www.ipcc.ch/assessment-report/ar6/.

[7] California Office of Emergency Services, June 2020, *California Adaptation Planning Guide*, https://www.caloes.ca.gov/wp-content/uploads/Hazard-Mitigation/Documents/CA-Adaptation-Planning-Guide-FINAL-June-2020-Accessible.pdf

- High heat increases the risk of death from cardiovascular, respiratory, and other diseases.
- Droughts are likely to become more frequent and persistent.
- Climate change is projected to increase the strength of the most intense precipitation and storm events affecting California.
- Mountain ranges in California are already seeing a reduction in the percentage of precipitation falling as snow. Snowpack levels are projected to decline significantly by 2100 due to reduced snowfall and faster snowmelt. California's water storage system is designed with the expectation that snow will stay frozen for many months, and that as it melts, it will be stored in a series of reservoirs and dams, many of which are used to generate electricity. Changing waterfall patterns therefore impact both water supply and electricity supply.
- Marine layer clouds are projected to decrease, though more research is needed to better understand their sensitivity to climate change.
- Extreme wildfires (i.e., fires larger than 10,000 hectares or 24,710 acres) would occur 50 percent more frequently. The maximum area burned statewide may increase 178 percent by the end of the century. Drought and reduced water supplies can increase wildfire risk.
- Exposure to wildfire smoke is linked to increased incidence of respiratory illness.
- Sea level rise is expected to continue to increase erosion of beaches, cliffs, and bluffs.[7]

Table 4.8-2, *Global Climate Change Risks,* shows the global climate change risks to California, which includes impacts public health, water resources, agriculture, coastal sea level, forest and biological resources, energy, and wildfire.

Table 4.8-2: Global Climate Change Risks

Impact Category	Potential Risks
Public Health	Heat waves will be more frequent, hotter, and longer Poor air quality will be made worse Higher temperatures increase ground-level ozone (i.e., smog levels)
Water Resource	Decreasing Sierra Nevada snowpack Challenges in securing adequate water supply Potential reduction in hydropower Loss of winter recreation
Agricultural	Increasing temperature Increasing threats from pests and pathogens Expanded ranges of agricultural weeds Declining productivity Irregular blooms and harvests
Coastal Sea Level	Accelerated sea level rise Increasing coastal floods Shrinking beaches Worsened impacts on infrastructure
Forest and Biological Resource	Increased risk and severity of wildfires Lengthening of the wildfire season Movement of forest areas Conversion of forest to grassland Declining forest productivity Increasing threats from pest and pathogens Shifting vegetation and species distribution

	Altered timing of migration and mating habits Loss of sensitive or slow-moving species
Energy Demand	Potential reduction in hydropower Increased energy demand
Wildfire	Earlier snowmelt, higher temperatures, and longer dry periods over a longer fire season will directly increase wildfire risk. Indirectly, wildfire risk will also be influenced by potential climate-related changes in vegetation and ignition potential from lightning. Human activities will continue to be the biggest factor in ignition risk. The number of large fires statewide is estimated to increase by 58 percent to 128 percent above historical levels by 2085. Under the same emissions scenario, estimated burned area will increase by 57 percent to 169 percent, depending on location.

Sources: California Climate Change Center, July 2012, *Our Changing Climate 2012, Vulnerability and Adaptation to the Increasing Risks from Climate Change in California;* Climate Change Center, July 2006, *Our Changing Climate, Assessing the Risks to California*; Climate Change Center, May 2009, *The Future Is Now: An Update on Climate Change Science, Impacts, and Response Options for California;* California Natural Resources Agency, July 2014, *Safeguarding California: Reducing Climate Risk, An Update to the 2009 California Climate Adaptation Strategy;* California Office of Emergency Services, June 2020, *California Adaptation Planning Guide; California Council on Science and Technology, September 2012, California's Energy Future: Portraits of Energy Systems for Meeting Greenhouse Gas Reduction Targets, https://ccst.us/wp-content/uploads/2012ghg.pdf*

4.8.2 REGULATORY SETTING

The regulatory setting related to global climate change is addressed through the efforts of various international, federal, state, regional, and local government agencies. These agencies work jointly, as well as individually, to reduce GHG emissions through legislation, regulations, planning, policymaking, education, and a variety of programs. A summary of the federal, state, regional and local regulatory environment as it applies to climate change and GHGs is provided below. Detailed descriptions of each agreement, plan, policy and regulation are provided in the AQ/Energy/GHG/HRA Analysis prepared for this Project.

Federal Climate Change Policies

At the federal level in the U.S., the Environmental Protection Agency (EPA) is responsible for implementing policies to address climate change. In 2007, the Supreme Court ruled that the EPA must regulate CO2 and other GHGs as pollutants under the Clean Air Act. The EPA then issued GHG reporting requirements and emissions standards for vehicles and power plants, including the Clean Power Plan finalized in 2015, which was later repealed and replaced with the Affordable Clean Energy rule in 2019.

On April 30, 2020, the EPA and the National Highway Safety Administration published the Final Rule for the Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule for Model Years 2021-2026 Passenger Cars and Light Trucks (SAFE Vehicles Rule). Part One of the Rule revokes California's authority to set its own GHG emissions standards and zero-emission vehicle mandates in California, which results in one emission standard to be used nationally for all passenger cars and light trucks as set by the EPA.

State Level Climate Change Initiatives

At the state level, California has been a leader in climate change policy. The California Air Resources Board (CARB) is the primary agency responsible for implementing the state's climate change programs. Key initiatives include the state's Climate Change Scoping Plan, which outlines strategies to reduce emissions, as well as laws and executive orders setting targets for emissions reductions, zero-emission vehicle adoption, and renewable electricity generation.

CARB adopted the 2022 Scoping Plan for Achieving Carbon Neutrality on November 16, 2022. The 2022 Scoping Plan lays out the sector-by-sector roadmap for California, the world's fifth largest economy, to achieve carbon neutrality by 2045 or earlier, outlining a technologically feasible, cost-effective, and equity-focused path to achieve the state's climate target. The Plan addresses recent legislation and direction from Governor Newsom and extends and expands upon earlier plans with a target of reducing anthropogenic emissions to 85 percent below 1990 levels by 2045. The Plan also takes the unprecedented step of adding carbon neutrality as a science-based guide and touchstone for California's climate work. Specifically, this plan:

- Identifies a path to keep California on track to meet its SB 32 GHG reduction target of at least 40 percent below 1990 emissions by 2030.
- Identifies a technologically feasible, cost-effective path to achieve carbon neutrality by 2045 and a reduction in anthropogenic emissions by 85 percent below 1990 levels.
- Focuses on strategies for reducing California's dependency on petroleum to provide consumers with clean energy options that address climate change, improve air quality, and support economic growth and clean sector jobs.
- Integrates equity and protecting California's most impacted communities as driving principles throughout the document.
- Incorporates the contribution of natural and working lands (NWL) to the state's GHG emissions, as well as their role in achieving carbon neutrality.
- Relies on the most up-to-date science, including the need to deploy all viable tools to address the existential threat that climate change presents, including carbon capture and sequestration, as well as direct air capture.
- Evaluates the substantial health and economic benefits of taking action.
- Identifies key implementation actions to ensure success

Regional Level Sustainability Plans, Rules, and Regulations

Southern California Air Quality Management District (SCAQMD)

The SCAQMD is the agency principally responsible for comprehensive air pollution control in the South Coast Air Basin (SCAB). To that end, as a regional agency, the SCAQMD works directly with the Southern California Association of Governments (SCAG), county transportation commissions, and local governments and cooperates actively with all federal and state agencies.

SCAQMD develops rules and regulations, establishes permitting requirements for stationary sources, inspects emission sources, and enforces such measures through educational programs or fines, when necessary. SCAQMD is directly responsible for reducing emissions from stationary, mobile, and indirect sources. The SCAQMD is also responsible for GHG emissions for projects where it is the lead agency. However, for other projects in the SCAB where it is not the lead agency, it is limited to providing resources to other lead agencies in order to assist them in determining GHG emission thresholds and GHG reduction measures. In order to assist

local agencies with direction on GHG emissions, the SCAQMD organized a Working Group, which is described below.

SCAQMD Working Group

Since neither CARB nor the Governor's Office of Land Use and Climate Innovation (LCI, previously Governor's Office of Planning and Research) has developed GHG emissions thresholds, the SCAQMD formed a Working Group to develop significance thresholds related to GHG emissions for its region. At the September 28, 2010 Working Group meeting, the SCAQMD released its most current version of the draft GHG emissions thresholds, which recommends a tiered approach that either provides quantitative annual thresholds of 3,000 MTCO2e for residential uses, 1,400 MTCO2e for commercial uses, 3,000 MTCO2e for mixed uses, and 10,000 MTCO2e for stationary industrial uses. The current draft thresholds consist of the following tiered approach:

- Tier 1 consists of evaluating whether or not the project qualifies for any applicable exemption under CEQA.
- Tier 2 consists of determining whether the project is consistent with a greenhouse gas reduction plan. If a project is consistent with a qualifying local greenhouse gas reduction plan, it does not have significant greenhouse gas emissions.
- Tier 3 consists of screening values, which the lead agency can choose, but must be consistent with all projects within its jurisdiction. A project's construction emissions are averaged over 30 years and are added to a project's operational emissions. If a project's emissions are under one of the following screening thresholds, then the project is less than significant:
    - All land use types: 3,000 MTCO2e per year
    - Based on land use type: residential: 3,500 MTCO2e per year; commercial: 1,400 MTCO2e per year; or mixed use: 3,000 MTCO2e per year.
    - Based on land type: Industrial (where SCAQMD is the lead agency), 10,000 MTCO2e per year.
- Tier 4 has the following options:
    - Option 1: Reduce emissions from business as usual (BAU) by a certain percentage; this percentage is currently undefined.
    - Option 2: Early implementation of applicable AB 32 Scoping Plan measures.
    - Option 3, 2020 target for service populations (SP), which includes residents and employees: 4.8 MTCO2e/SP/year for projects and 6.6 MTCO2e/SP/year for plans.
    - Option 3, 2035 target: 3.0 MTCO2e/SP/year for projects and 4.1 MTCO2e/SP/year for plans.
- Tier 5 involves mitigation offsets to achieve target significance threshold.

SCAG Regional Transportation Plan/Sustainable Communities Strategy

In 2021, the Regional Council of the SCAG adopted the Connect SoCal (2020–2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS): Toward a Sustainable Future. The RTP/SCS is the culmination of a multiyear effort involving stakeholders from across the SCAG region. The SCS integrates land use and transportation strategies to achieve ARB's per-capita GHG emission reduction targets from passenger vehicles for the SCAG region of 8 percent below 2005 per capita emissions levels by 2020, and 13 percent below 2005 per-capita emissions levels by 2045.

The current applicable RTP/SCS for the project area region is the Connect SoCal 2024 and 2025 FTIP, which have been prepared to meet the GHG emissions reduction targets set by SB 375 for the SCAG region of 19

percent reduction over the 2005 per capita emissions levels. The Connect SoCal 2024 includes new land use, transportation, and technology strategies to meet the new 19 percent GHG emission reduction target for 2035. Although the Connect SoCal 2024 and 2025 FTIP are primarily planning documents for future transportation projects, a key component of these plans is to integrate land use planning with transportation planning that promotes higher density infill development in close proximity to existing transit service. These plans form the basis for the land use and transportation components of the 2022 AQMP, which are utilized in the preparation of air quality forecasts and in the consistency analysis included in the 2022 AQMP. The Connect SoCal 2024, 2025 FTIP, and 2022 AQMP are based on projections originating within city and county General Plans.

Local Plans and Policies

City of Coachella Climate Action Plan (CAP)

The City adopted the *Coachella Climate Action Plan* (CAP) on April 22, 2015, which meets the requirements of State CEQA Guidelines Section 15183.5(b)(1) for a qualified GHG emissions reduction plan. The CAP builds on the 2013 General Plan Update by quantifying emissions from buildout of the General Plan and includes additional policies and implementation actions to help the City further reduce emissions. The CAP establishes emissions reduction targets in order to meet the statewide emissions targets provided in Executive Order S-03-5 that require GHG emissions to be reduced to 1990 levels by 2020 and reduced to 80 percent below 1990 levels by 2050. The CAP was developed in order to be utilized as a tiering document for the streamlined review of project-level GHG emissions under CEQA for development projects within the City. The CEQA review process within the CAP has four primary compliance paths, which include:

- Ministerial and CEQA exempt projects;
- Projects that demonstrate application of the City's climate-ready development standards;
- Projects that apply a set of custom GHG mitigation measures and meet the City's performance targets (such as the proposed Project); or;
- Projects that pay an in-lieu fee.

City of Coachella 2035 General Plan Update

The City of Coachella 2035 General Plan Update Sustainability + Natural Environment Element contains the following goals and policies related to greenhouse gas emissions:

Policy 1.13: Designing for Warming Temperatures. When reviewing development proposals, encourage applicants and designers to consider warming temperatures in the design of cooling systems.

Policy 2.9: Energy-Efficient Street Lighting. Implement a program to install the latest energy-efficient technologies for street and parking lot lights to meet City and state standards

Policy 4.5: Heat Island Reductions. Require heat island reduction strategies in new developments such as light-colored cool roofs, light-colored paving, permeable paving, right-sized parking requirements, water-efficient vegetative cover and planting, substantial tree canopy coverage, south and west side water-efficient tree planting and shaded asphalt paving.

Policy 4.6: Public Realm Shading. Strive to improve shading in public spaces such as bus stops, sidewalks and public parks and plazas through the use of trees, shelters, awnings, gazebos, fabric shading and other creative cooling strategies

4.8.3 IMPACT ANALYSIS

Thresholds of Significance

The impact analysis provided below is based on the following State CEQA Guidelines Appendix G thresholds of significance. Greenhouse gas emission impacts are considered to be significant if implementation of the proposed Project would result in any of the following:

- Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment; or
- Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

Methodology

In May 2022, the California Air Pollution Control Officers Association (CAPCOA) in conjunction with other California air districts, including SCAQMD, released the latest version of CalEEMod Version 2022.1. The purpose of this model is to calculate construction-source and operational-source criteria pollutants and GHG emissions from direct and indirect sources; and quantify applicable air quality and GHG reductions achieved from mitigation measures. Accordingly, the latest version of CalEEMod has been used for this Project to determine GHG emissions. Output from the model runs for construction and operational activity are provided in the AQ/Energy/GHG/HRA Analysis.

Neither State CEQA Guidelines Section 15064.4 nor any other law requires a specific analytical methodology or quantitative criteria for determining the significance of GHG emissions, although Section 15064.4 states that a public agency shall have the discretion to determine, in the context of a particular project, whether to quantify GHG emissions resulting from the project and/or rely on a qualitative analysis or performance-based standards. Lead agencies are to make a "good faith effort based to the extent possible on scientific and factual data to describe, calculate or estimate" GHG emissions (14 Cal. Code Regs. §15064[a]) and to consider the extent to which the project would: increase or reduce GHG emissions; exceed a locally applicable threshold of significance; or comply with "regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of greenhouse gas emissions." (14 Cal. Code Regs. §15064[b]) A project may be found to have a less than-significant cumulative impact related to GHG emissions if it complies with an adopted plan that includes specific measures to sufficiently reduce GHG emissions (14 Cal. Code Regs. §15064[h][3]).

The applicable plan for the proposed Project is the City of Coachella CAP that was developed in order to be utilized as a tiering document for the streamlined review of project-level GHG emissions under CEQA for development projects within the City; refer to the discussion in Section 4.8.2, under "SCAQMD Working Group" for a description of the tiers. For a project to be determined as complying with the CAP and eligible for streamlining, the project must comply with all applicable standards presented in the CAP Development Review Checklist, which appears as Appendix B of the CAP. As such, this analysis has quantified GHG emissions (in accordance with the requirements of State CEQA Guidelines Section 15183.5(b)(1) for a qualified GHG emissions reduction plan, as stated above) for informational purposes only and determination of significance has been based on a determination of whether the Project has implemented all applicable development standards presented in the CAP Development Review Checklist.

Mitigation Measure GHG-1 cites a number of design features that must be incorporated into the Project in order to comply with the CAP, discussed below.

- To the maximum extent feasible, all off-road equipment (non-street legal), such as forklifts and street sweepers, used onsite for warehouse operations shall be powered by alternative fuels, electrical batteries or other alternative/non-diesel fuels (e.g., propane or compressed natural gas (CNG)) that do not emit diesel particulate matter, and that are low or zero emissions.
- The Project Applicant shall require that a minimum of 50 percent of the total Project electrical consumption from operation of the Project on an aggregate, site-wide basis is provided by onsite solar photovoltaic (PV) panels or other onsite renewables sources (i.e., wind turbines, geothermal).
- The Project Applicant shall require any business that operates in the proposed project and has 20 or more full-time employees shall implement at least one of the following programs:
  - Pre-tax election program to allow employees to exclude wages for commuting costs for transit or vanpools;
  - An employer supplied transit pass;
  - Employer provided transit; or
  - Other, similar demand management programs
- The Project Applicant shall require that temporary power poles are installed in the vicinity of each structure to be installed. The temporary power poles shall be installed after completion of grading and prior to the issuance of each building permit. After electrification of the temporary power poles, the Project Applicant shall restrict building contractors from using gas-powered generators, compressors and saws and this restriction shall be incorporated into all contracts with building contractors that will work on the proposed Project.

Construction GHG Emissions

Although construction of the proposed Project is anticipated to occur in multiple phases, in order to provide a worst-case analysis, construction of the proposed Project was analyzed in one phase, starting in Fall 2027 and completed in 3.2 years, which is the aggregate total construction time for all three phases of the Project. The construction-related GHG emissions were based on a 30-year amortization rate as recommended in the SCAQMD GHG Working Group meeting on November 19, 2009. The phases of construction activities that have been analyzed include: 1) site preparation; 2) grading, 3) building construction, 4) paving; and 5) application of architectural coatings.

Operational GHG Emissions

The proposed Project was analyzed in the CalEEMod model based on the land use parameters, as discussed in the Project's AQ/Energy/GHG/HRA Analysis, for each of the sources discussed below.

- Mobile Sources include emissions generated by additional vehicle miles generated by the proposed Project. The daily vehicle trip rates associated with the proposed Project have been obtained from the *Coachella Airport Business Park Traffic Impact Analysis* (September 2024, Appendix I) that was prepared for the proposed Project.
- Area Sources include emissions from consumer products, landscape equipment, and architectural coatings. The area source emissions were based on the on-going use of the proposed Project in the CalEEMod model. No changes were made to the default area source parameters in the CalEEMod model.

- Energy Usage which includes emissions from electricity and natural gas used onsite. The energy usage was based on the ongoing use of the proposed Project in the CalEEMod Model. No changes were made to the default energy usage parameters in the CalEEMod model.
- Solid Waste was calculated to include the GHG emissions associated with the processing of waste from the proposed Project as well as the GHG emissions from the waste once it is interred into a landfill. The analysis was based on the default CalEEMod waste generation rate of 781 tons of solid waste per year from the proposed Project. No changes were made to the default solid waste parameters or mitigation measures in the CalEEMod model.
- Water and Wastewater were calculated based on the water typically used for the interior of the buildings as well as for landscaping and is based on the GHG emissions associated with the energy used to transport and filter the water. The analysis was based on the default CalEEMod water usage rate of 147,718,492 gallons per year of water use. No changes were made to the default water and wastewater parameters in the CalEEMod model.
- Off-Road Equipment is typically associated with forklifts unloading/loading of truck deliveries. Forklifts would most likely be operated at the six proposed large warehouses. Although the other proposed land uses would also have truck deliveries, due to the size of the other buildings, the unloading activities would most likely be performed with hand trucks or small electric powered forklifts, which do not create air emissions. As such, it has been assumed that each of the six large warehouses would have one forklift that would operate 8 hours per day. In order to account for Mitigation Measure GHG-1, which restricts the operation of diesel-powered off-road equipment on the site during long-term operations of the Project, the forklifts were analyzed based on being powered with compressed natural gas (CNG).

Impacts

Impact 4.8.1 The proposed Project would not generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment (Less Than Significant Impact With Mitigation Incorporated)

Project-related GHG emissions would include emissions from direct and indirect sources associated with construction and operation of the proposed Project. Direct Project-related GHG emissions include emissions from construction activities and mobile sources, while indirect sources include emissions from area sources, energy usage, solid waste generation, water demand, and off-road equipment.

As discussed above, the applicable plan for the proposed Project is the City of Coachella CAP. For a project to be determined as complying with the CAP and eligible for streamlining, the project must comply with all applicable standards presented in the CAP Development Review Checklist, which appears as Appendix B of the CAP. As such, this analysis has quantified GHG emissions for informational purposes only and determination of significance has been based on a determination of whether the Project has implemented all applicable development standards presented in the CAP Development Review Checklist. It should be noted that the GHG emissions shown in this analysis account for the design features described in EIR Section 2.0, *Project Description* (Subsection 2.5.2, *Project Details*) included as Mitigation Measure GHG-1. Project consistency with the CAP Development Review Checklist is described in Table 4.8-4, below.

Construction Impacts

Table 4.8-3, *Project Related Greenhouse Gas Annual Emissions*, below shows the GHG emissions broken out by category. The data provided in Table 4.8-3 indicates that construction of the proposed Project would create

123 MTCO2e per year over the 3.2 years of construction activity. Construction GHG emissions were added to operational GHG emissions in Table 4.8-3 below for comparison with the GHG significance thresholds.

Operational Impacts

Future development is expected to result in increased GHG emissions and would result in a potentially significant GHG emissions impact without the incorporation of mitigation, largely due to increased vehicle miles traveled (VMT), as well as from construction activities, stationary area sources (i.e., natural gas consumption for space and water heating devices, landscape maintenance equipment operations, and use of consumer products), energy consumption, water supply, and solid waste generation. Table 4.8-3 shows that construction and operation of the Project is expected to generate 8,030 MTCO2e per year. As discussed, the GHG emissions shown in this analysis account for the implementation of Mitigation Measure GHG-1 and are intended for informational purposes only, since determination of significance has been based on a determination of whether the Project has implemented all applicable development standards presented in the CAP Development Review Checklist. With implementation of Mitigation Measure GHG-1, the Project would comply with the CAP and the Project's operational GHG emissions impacts would be reduced to less than significant levels.

Table 4.8-3: Project Related Greenhouse Gas Annual Emissions

Category	Greenhouse Gas Emissions (Metric Tons per Year)			
	CO2	CH4	N2O	CO2e
Area Sources[1]	9.11	<0.01	<0.01	9.15
Energy Usage[2]	1,685	0.19	0.02	1,696
Mobile Sources[3]	5,406	0.20	0.41	5,540
Off-Road Equipment[4]	138	<0.01	<0.01	138
Solid Waste[5]	69.6	6.96	0.00	244
Water and Wastewater[6]	129	4.69	0.11	280
Construction[7]	121	<0.01	<0.01	123
Total GHG Emissions	7,557	12.0	0.54	8,030

Source: Vista Environmental, *Coachella Airport Business Park Project, Air Quality, Energy, GHG Emissions, and HRA Impact Analysis*, June 2, 2025, Table DD.

Notes:

1 Area sources consist of GHG emissions from consumer products, architectural coatings, and landscaping equipment.

2 Energy usage consists of GHG emissions from electricity and natural gas usage (Mitigation Measure GHG-1 requires a minimum of 50% of electricity from onsite renewable sources).

3 Mobile sources consist of GHG emissions from vehicles (Mitigation Measure GHG-1 requires implementation of a Commute Trip Reduction Program).

4 Off-road equipment consists of emissions from forklifts utilized onsite (Mitigation Measure GHG-1 restricts the operation of diesel-powered forklifts, so forklifts have been analyzed as CNG-powered.

5 Waste includes the CO2 and CH4 emissions created from the solid waste placed in landfills.

6 Water includes GHG emissions from electricity used for transport of water and processing of wastewater.

7 Construction emissions amortized over 30 years as recommended in the SCAQMD GHG Working Group on November 19, 2009.

City of Coachella CAP

Table 4.8-4, *Project Consistency with the City of Coachella CAP Development Review Checklist,* outlines the Project's consistency with the CAP Development Review Checklist, with an explanation of how the Project would comply with each project design feature.

Table 4.8-4: Project Consistency with the City of Coachella CAP Development Review Checklist

Project Design Feature and Intent	Development Standard	Determination of Consistency and Explanation
For All New Development		
Recycling. Ensure recyclables can be separated for collection.	For non-residential and multifamily residential buildings, provide dedicated on-site storage areas for recyclable solid waste.	**Consistent.** The Project will provide designated recycling and trash bins per SB 939 recycling requirements.
Density. Apply the density envisioned by the General Plan.	Demonstrate the project complies with the General Plan Designations and development intensity envisioned by the General Plan and the applicable Subarea descriptions.	**Consistent.** The Project site is designated Light Industrial (IL) in the General Plan and the proposed Project land uses allowed land uses in the IL land use designation.
Subarea Character. Meet the vision and intent of the applicable General Plan Subarea.	Demonstrate the project complies with the policy direction set forth in the applicable Subarea description and reasonably meets the intent of the Subarea vision.	**Consistent.** The Project site is located in the "District" General Plan Subarea and the proposed mixed-use commercial, industrial and retail Project meets the intent of the subarea vision.
Urban Forest. Protect the City's healthy trees and plant new ones to provide shade, increase carbon sequestration and purify the air.	Unless the Zoning Code, General Plan, Complete Streets Manual or other City standard requires more stringent performance, plant shade trees at the equivalent of one tree per 50 feet along all street frontages, open space frontages, and public walkways.	**Consistent.** The landscape plan for the Project has been designed pursuant the City Guidelines that require the planting of one tree per 50 feet along all street frontages, open space frontages, and public walkways.
Urban Form. Apply the urban form and character envisioned by the General Plan.	Demonstrate the project complies with the urban form guidelines described in the applicable General Plan designations.	**Consistent.** The urban form guidelines for the District Designation were reviewed and the Project is consistent with these guidelines.
Construction Emissions. Reduce GHG emissions associated with construction activities.	Prepare a Construction Emissions Reduction plan that demonstrates the utilization of current best practices in construction operations that will realize a 10 percent reduction in GHG emissions. Best practices might include: • Alternative fuels for construction equipment; • Use of electric or hybrid electric construction equipment; • Further limiting construction equipment idling beyond regulatory • requirements; and • Transportation demand management strategies for construction workers.	**Consistent.** Mitigation Measure GHG-1 has been provided that requires the Project Applicant to install temporary power poles in the vicinity of each proposed structure and restrict building construction contractors from using gas-powered generators, compressors or saws. With implementation of this measure, the stationary construction equipment would consume 8.4 percent of the fuel and as such, it can be reasonably assumed that implementation would reduce emissions by 8.4 percent. Mitigation Measure GHG-1 also requires all construction contractors with 20 or more employees working onsite to institute a traffic demand management program that would be anticipated to provide at least an additional 1.6 percent reduction in emissions. Therefore, with implementation of Mitigation Measure GHG-1, the Project-related construction GHG emissions would be reduced by at least 10 percent and the Project would be consistent with this development standard.
Recycled Content Building Materials. Encourage use of recycled materials in new construction.	Demonstrate that at least 15 percent of a project's construction materials, preferably as a percentage of value of construction materials, be comprised of recycled content.	**Consistent.** The Project would utilize locally supplied construction materials and the State requires construction material suppliers to utilize recycled materials. Therefore, by using

Project Design Feature and Intent	Development Standard	Determination of Consistency and Explanation
		locally sourced construction materials, the Project would comply with this development standard.
Recycled CD&D Waste. Increase the rate of recycle construction waste**.**	Demonstrate that at least 75 percent of construction waste by weight will be recycled. Design Guideline: Demonstrate at least 5 percent of a project's materials, by value, are salvaged, refurbished, or reused materials.	**Consistent.** The future tenants of the Project would be required to contract with a city-approved waste hauling company, which is required to adhere to Municipal Code Section 8.44.210 that implements AB 341 that requires waste haulers to divert 75 percent of construction waste from landfills. There are also several State regulations that require the reuse of construction materials, including AB 2953 and the CalGreen building standards, that will result in at least 5 percent of Project materials being salvaged, refurbished, or reused.
Energy Efficiency. Design or retrofit buildings to exceed Title 24 energy efficiency standards by 15 percent.	For projects constructed prior to 2020, exceed Title 24 energy efficiency standards by 15 percent. For projects constructed between 2020 and 2035, exceed Title 24 by 25 percent.	**Consistent.** The CAP was prepared based on the 2013 Title 24 standards. According to the *2019 Building Energy Efficiency Standards Frequently Asked Questions* prepared by the CEC, the 2019 Title 24 standards will reduce energy use by 30 percent in nonresidential buildings over the 2016 Title 24 standards. Since the Project would be required to exceed the 2022 or later Title 24 standards by 25 percent, the Project is consistent with this development standard.
Passive Solar Design. Design new buildings to incorporate passive energy efficiency strategies.	Design new buildings to incorporate energy efficient building and site design strategies for the desert environment that include appropriate solar orientation, thermal mass, use of natural daylight and ventilation, and shading. Projects shall demonstrate a 10 percent reduction in energy use through passive solar design strategies.	**Consistent.** The Project was designed to incorporate passive solar design strategies that provide more than a 10 percent reduction in energy use.
Solar Orientation. Design all residences to maximize energy efficiency and minimize solar heat gain.	Design new neighborhood streets and lot layouts so at least 80 percent of new homes are oriented with the primary building axis within 20 degrees of an east-west orientation.	**Not applicable.** The Project does not include any residences.
Green Design. Design affordable housing developments to prioritize green building features that reduce monthly utility costs, enhance occupant health and lower the overall cost of housing.	For affordable housing projects, demonstrate the inclusion of green building features that reduce monthly utility costs, enhance occupant health and lower the overall cost of housing, such as highly energy-efficient appliances, nontoxic materials, and features such as green roofs and solar panels.	**Not applicable.** The Project does not include any residences.
Shaded Public Spaces. Improve shading in public spaces such as bus stops, sidewalks and public parks and plazas through the	Through the use of trees, shelters, awnings, gazebos, fabric shading and other creative cooling strategies, shade at least 50 percent of all public spaces within five years of project operation.	**Consistent.** All public spaces in the Project would have shading from either trees or shade structures that shade at least 50 percent of the area.

Project Design Feature and Intent	Development Standard	Determination of Consistency and Explanation
use of trees, shelters, awnings, gazebos, fabric shading and other creative cooling strategies.		
Electric Vehicles. Support Electric Vehicle and Neighborhood Electric Vehicle use by developing appropriate infrastructure.	Demonstrate that the project contains measures that support the CVAG Electric Vehicle Plan, if applicable.	**Consistent.** In accordance with the 2022 or later Title 24 standards that currently require the installation of electric vehicle charging stations in nonresidential developments, the Project would include 134 parking spaces for electric vehicles, of which 31 parking spaces would have charging stations.
Energy Efficient Street Lighting. Install the latest energy-efficient technologies for street and parking lot.	Reduce electricity demand from outdoor lighting by 40 percent.	**Consistent.** The Project is required to be designed to meet the 2022 or latter Title 24 standards, that currently require the use of energy-efficient LED lighting for streets and parking lots.
Adequate Pedestrian Facilities. Provide wide sidewalks along all roadways.	Provide sidewalks on both sides of the street for those frontages controlled by the project proponent. Widths may vary as specified by the General Plan designations.	**Consistent.** The Conceptual Site Plan shows that there would be sidewalks throughout the Project and along Airport Boulevard, which is the only public roadway where the Project Applicant controls the street frontage.
Bicycle Facilities. Fully developed bicycle network.	Provide bicycle facilities along all new roadways.	**Consistent.** The Conceptual Site Plan shows that a bike lane would be constructed along the portion of Airport Boulevard that is adjacent to the Project site.
Bicycle Parking. Provide sufficient bicycle parking in all new public and private development.	Provide 1 space for every 2 residential dwelling units. Provide 1 space per 10,000 square feet of new non-residential, and provide 1 space per 5,000 square feet of retail square feet but not fewer than 4 spaces per building. For non-residential development, provide at least one on-site shower with changing facility for any development with 100 or more new workers and at least one additional on-site shower with changing facility for every 150 new workers thereafter. Provide visitor bicycle parking in a highly visible and easily accessible locations.	**Consistent.** The Project is required to be designed to meet the 2022 or later Title 24 standards that currently require more short term and long term bicycle parking for nonresidential uses than what is defined in this development standard.
Bus Shelters. Protect bus riders waiting for buses.	Provide bus shelters in new development if a stop is determined necessary by SunLine.	**Consistent.** There is currently a SunLine bus stop at the Project site, adjacent to Airport Boulevard. The Project plans show that a new bus shelter would be installed at the bus stop on the Project site.
Complete Streets. Create complete streets, considering the needs of pedestrians, bicyclists, motorists and public transit users of all ages and abilities.	Unless the Zoning Code or Complete Streets Manual specifies different standards, new streets shall be designed and constructed as follows: • Crosswalks at every intersection. • Sidewalk amenities like benches, trash receptacles, drinking fountains,	**Consistent.** The Project would install crosswalks at the internal intersections on the Project site, would install sidewalks throughout the Project, as well as plant trees and provide on-street parking and design the private roads for low speeds.

Project Design Feature and Intent	Development Standard	Determination of Consistency and Explanation
	• and/or public are for every 50 feet of sidewalk frontage in mixed use, • commercial, and multifamily residential areas. • Frequent on-street parking (available along at least 70 percent of streets). • Sidewalks along 100 percent of street length (both sides of the street). • Street trees placed between the roadway and sidewalks. • Low design speeds for most streets (20 mph for residential, 25 mph for non-residential). • Driveway crossings along no more than 10 percent of sidewalk length.	
Low-water streetscape landscaping. Use of sustainable landscape and streetscape elements along roadways.	Use water efficient plant materials for at least 50 percent of the landscaping and install outdoor water fixtures that achieve a 50 percent reduction in irrigation water use for roadway landscaping elements.	**Consistent.** The landscape plan has been designed per the City Landscape design standards that meet Executive Order B-29-15 that require that landscape plans are designed to reduce irrigation water use by more than 50 percent.
Pedestrian Connectivity. Provide pedestrian connections to the external pedestrian network.	Provide pedestrian and bicycle connections to the community surrounding the project every 800 feet along the project perimeter.	**Consistent.** The onsite sidewalk system would connect to the existing sidewalk system on Airport Boulevard.
Traffic Calming. Apply traffic calming techniques to residential streets to limit cut-through traffic and speeding on roadway streets.	New streets shall include appropriate traffic calming techniques to neighborhood streets to limit cut-through traffic and speeding on roadway streets.	**Consistent.** The Project site is located adjacent to the Airport Boulevard on- and off-ramps to State Route (SR) 86, which would result in no cut-through traffic on the nearby residential streets.
Parkland. Provide parkland and greenspaces.	Provide at least 5 acres of parkland per 1,000 residents.	**Not applicable.** The Project does not include any residential development.
Solar Access. Prohibit new development and renovations that impair adjacent buildings' solar access.	Prohibit new development and renovations that impair adjacent buildings' solar access, unless it can be demonstrated that the shading benefits substantially offset the impacts of solar energy generation potential and comply with California Public Resources Code, Sections 25980 through 25986.	**Consistent.** The Project site is located on vacant land that is north of Airport Boulevard and between the Whitewater River channel and SR 86. As such there are no existing or future buildings adjacent to the Project site.
Solar Energy. Design new construction to incorporate solar photovoltaics.	Incorporate solar PV into all new construction. Residential: For single family homes built prior to 2020, provide 10 percent of the projected electricity demand via onsite solar photovoltaics. For single family homes built between 2020 and 2035, provide 25 percent of the projected electricity demand via onsite solar photovoltaics. Non-residential and multi-family residential: buildings: For non-residential and multi-family	**Consistent.** Mitigation Measure GHG-1 has been provided that requires that 50 percent of the Project's operational electricity demand be provided by onsite solar PV panel or other onsite renewable power sources. With implementation of Mitigation Measure GHG-1, the Project would be consistent with this development standard.

Project Design Feature and Intent	Development Standard	Determination of Consistency and Explanation
	residential buildings built prior to 2020, provide 20 percent of the project electricity demand via onsite solar photovoltaics. For non-residential and multi-family residential buildings built between 2020 and 2035, provide 50 percent of the project electricity demand via onsite solar photovoltaics.	
Low-Impact Development Strategies. Use low-impact development strategies to minimize urban run-off, increase site infiltration, manage stormwater and recharge groundwater supplies.	Require all new development greater than 5,000 square feet of new construction to utilize low-impact design strategies to manage stormwater on-site. Where impervious cover exceeds 50 percent, a 25 percent decrease in the volume of stormwater must be obtained.	**Consistent.** The stormwater plan for the Project has utilized low-impact design strategies to reduce stormwater by more than a 25 percent decrease.
Parking. Utilize parking to balance transportation options.	Only the minimum parking requirements required by the Zoning Code should be provided. If providing more than the minimum parking required under the Zoning Code, additional spaces should be dedicated for priority parking spaces for carpooling, for spaces dedicated to car-sharing, or for spaces for electric vehicles. If new development is within ½ mile of a transit stop and requires off-street parking, unbundle parking from the rental or for-sale cost.	**Consistent.** The Project has been designed to meet the 2022 Title 24 standards that require that at least 8 percent of the parking spaces to be designated for carpools/vanpools and a minimum of 6 percent of the parking spaces shall have electric vehicle charging stations.
Transportation Demand Management. Reduce automobile trip generation related to employment.	For non-residential projects with 20 or more employees, provide at least one of these programs: • Pre-tax election program to allow employees to exclude wages for • commuting costs for transit or vanpools; • An employer supplied transit pass; • Employer provided transit; or • Other, similar demand management programs.	**Consistent.** Mitigation Measure GHG-1 has been provided that requires the Project Applicant to require that any business that operates within the proposed Project that has 20 or more employees to implement at least one of the listed programs. With implementation of Mitigation Measure GHG-1, the Project would be consistent with this development standard.
Urban Heat Island. Incorporate heat island reduction strategies in new developments.	Use 50 percent high-albedo surface materials for the site's hardscape or, within five years of project operation, shade at least 50 percent of the site's hardscape or use a combination of high-albedo surface materials and shades trees for at least 50 percent of the site's hardscape within five years of project operation. For non-residential and multifamily residential surface parking, plant shade trees at a minimum ratio of one tree per 4 spaces or demonstrate that 50 percent of the parking area will be shaded within five years of operation.	**Consistent.** The Project would be designed with cool roofs and cool pavement as well as provide shade trees, which would reduce the Project's heat island effect.

Project Design Feature and Intent	Development Standard	Determination of Consistency and Explanation
Grey water. Promote grey water use to reduce potable water consumption.	Incorporate grey water systems into new construction.	**Consistent.** The Project has been designed to meet the City's greywater standards that include installation of piping that can be hooked up to a grey water system, when it becomes available in the vicinity of the Project site.
Recycled water. Use recycled water for all agricultural, irrigation and industrial uses in order to reserve the City's highest quality potable water for drinking.	Install "purple pipe" water systems to utilize recycled water for non-potable uses such as irrigation and industrial uses.	**Consistent.** The Landscape Plan shows that the irrigation system would be designed with "purple pipe" that can be hooked up to a recycled water system when it becomes available in the vicinity of the Project site.
Reduce landscaping water consumption. Reduce landscaping water consumption through plant selection and irrigation technology.	For buildings constructed prior to 2020, use water efficient plant materials for the landscaping and install outdoor water fixtures and demonstrate an overall reduction in irrigation water use of 25 percent. For buildings constructed between 2020 and 2035, use water efficient plant materials for the landscaping and install outdoor water fixtures that achieve an overall reduction in irrigation water use of 42 percent.	**Consistent.** The Landscape Plan has been designed to meet the requirements of Municipal Code Section 8.44.220 that implements Executive Order B-29-15 that requires the use of drought tolerant plants, restricts the planting of turf at nonresidential projects and requires installation of water efficient irrigation systems that would reduce irrigation water usage by more than 42 percent.
Water Conservation. Design new buildings to use less water.	For buildings constructed prior to 2020, demonstrate that new buildings will exceed the state's Green Building Code standard for water conservation by an additional 10 percent. For buildings constructed between 2020 and 2035, demonstrate that new buildings will exceed the state's Green Building Code standard for water conservation by an additional 15 percent.	**Consistent.** The 2022 CalGreen Code requires all plumbing fixtures in new buildings to be water efficient that would reduce indoor water consumption by more than 15 percent.
FOR NEW DEVELOPMENT WITH A GENERAL PLAN DISTRICT DESIGNATION		
Adequate Pedestrian Facilities. Provide wide sidewalks along all roadways.	Provide sidewalks on both sides of the street for those frontages controlled by the project proponent. Widths may vary as specified by the General Plan designations, the Zoning Code, or the Complete Streets Manual.	**Consistent.** The Conceptual Site Plan shows that a sidewalk would be constructed on the north side of the portion of Airport Boulevard that is controlled by the Project Applicant.
Shaded Sidewalks. Provide shade over the length of sidewalks on streets within the project.	Provide at least 50 percent shading of project sidewalks within five years of project operation. Palm trees shall not be considered towards meeting this standard.	**Consistent.** The Landscape Plan has been designed to place enough trees adjacent to sidewalks in order to provide shading of Project sidewalks within 5 years of Project operation.
Shaded Streets. Plant street trees.	Provide at least 60 percent shading of project streets, at intervals no more than 40 feet, within five years of project operation. Palm trees shall not be considered towards meeting this standard.	**Consistent.** The Landscape Plan has been designed to place trees adjacent to the Project streets at intervals no more than 40 feet.

Project Design Feature and Intent	Development Standard	Determination of Consistency and Explanation
Streets for all users. Design streets to equally accommodate pedestrians and vehicles.	Demonstrate the project complies with the street design direct set forth by the General Plan for the applicable General Plan designations.	**Consistent.** The Project streets have been designed to accommodate both pedestrians and vehicles.
Pedestrian Connectivity. Provide connections between projects.	Provide pedestrian connections to the community surrounding the project every 800 feet along the project perimeter in the Suburban Retail District. If possible, strive to provide pedestrian connections every 400 feet along the project perimeter. External connections from the Industrial District should occur every 1,000 feet and 1,320 feet for Resort District.	**Consistent.** The Conceptual Site Plan shows that pedestrian connections would be provided every 200 feet along Airport Boulevard. It is illegal for pedestrians to walk along SR 86, no pedestrian connections are provided.
Walkable Blocks. Design streets with well-connected walkable blocks.	Design blocks as follows: • Suburban Retail District and Regional Retail District: maximum of 1,000 by 1,000, subdivided into smaller blocks with dimensions of 400 to 500 feet. The maximum block perimeter should be 3,200 feet for Suburban Retail and 4,000 for Regional Retail. • Industrial District: provide blocks that are 1,200 by 1,200 feet, subdivided into smaller blocks with dimensions of 400 to 600 feet. • Resort District: Not defined.	**Consistent.** The Conceptual Site Plan shows that the retail portion of the Project site is segmented into 400 foot or smaller blocks and the industrial portion of the Project site is segmented into 1,200 foot or smaller blocks.
Building Orientation. Locate the main entrance to the building within the front façade, accessed directly from the street, and designed to welcome visitors.	Design buildings as follows: • Public-facing building entries (onto any public space except a parking lot) on 90 percent of building frontage. • Minimal distance between the sidewalk and most buildings, with mixed-use and nonresidential buildings particularly close to the sidewalk. • Frequent building entries (at least every 75 feet). • Unshuttered windows along the sidewalk for nonresidential buildings. • No blank walls more than 50 feet along sidewalks.	**Consistent.** The Conceptual Site Plan shows that the buildings have been designed to have public spaces in front of the buildings with minimal distance between the sidewalks and buildings, frequent building entries, and unshuttered windows facing the sidewalks.
Vehicle Access. Accommodate vehicle access to parking lots via common drives and by alley. Locate parking lots internally to blocks.	Locate parking lots behind buildings, and allow driveway crossings along no more than 10 percent of sidewalk length.	**Consistent.** The Conceptual Site Plan shows that where feasible, the parking lots were placed behind the buildings.

Source: Vista Environmental, *Coachella Airport Business Park Project, Air Quality, Energy, GHG Emissions, and HRA Impact Analysis*, June 2, 2025, Table EE.

As demonstrated above, the Project would implement all applicable development standards presented in the CAP Development Review Checklist. Therefore, consistent with SCAQMD standards and State law, the Project would not generate greenhouse gas emissions during construction and operation, either directly or indirectly,

that may have a significant impact on the environment with the implementation of Mitigation Measure GHG-1. Impacts would be reduced to less than significant levels.

Mitigation Measures

GHG-1 The Project shall include, but not be limited to, the following improvements, which shall be incorporated into the Project site plans to ensure consistency with adopted statewide plans and programs that are in effect at the time the Building Permits are issued. The Project Applicant shall demonstrate compliance with the following measures, prior to issuance of Building Permits:

- To the maximum extent feasible, all off-road equipment (non-street legal), such as forklifts and street sweepers, used onsite for warehouse operations shall be powered by alternative fuels, electrical batteries or other alternative/non-diesel fuels (e.g., propane or compressed natural gas (CNG)) that do not emit diesel particulate matter, and that are low or zero emissions.
- The Project Applicant shall require that a minimum of 50 percent of the total Project electrical consumption from operation of the Project on an aggregate, site-wide basis is provided by onsite solar photovoltaic (PV) panels or other onsite renewables sources (i.e., wind turbines, geothermal).
- The Project Applicant shall require any business that operates in the proposed project and has 20 or more full-time employees shall implement at least one of the following programs:
    - Pre-tax election program to allow employees to exclude wages for commuting costs for transit or vanpools;
    - An employer supplied transit pass;
    - Employer provided transit; or
    - Other, similar demand management programs.
- The Project Applicant shall require that temporary power poles are installed in the vicinity of each structure to be installed. The temporary power poles shall be installed after completion of grading and prior to the issuance of each building permit. After electrification of the temporary power poles, the Project Applicant shall restrict building contractors from using gas-powered generators, compressors and saws and this restriction shall be incorporated into all contracts with building contractors that will work on the proposed Project.

Impact 4.8.2 The proposed Project would not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases (Less Than Significant Impact With Mitigation Incorporated)

2022 Scoping Plan Consistency

The proposed Project would be required to comply with applicable current and future regulatory requirements under the 2022 Scoping Plan. Some of the current transportation sector policies the proposed Project would be required to comply with (through vehicle manufacturer compliance) include: Advanced Clean Cars II, Advanced Clean Trucks, Advanced Clean Fleets, Zero Emission Forklifts, the Off-Road Zero-Emission Targeted Manufacturer rule, Clean Off-Road Fleet Recognition Program, In-use Off-Road Diesel-Fueled Fleets Regulation, Off-Road Zero-Emission Targeted Manufacturer rule, Clean Off-Road Fleet Recognition Program,

Amendments to the In-use Off-Road Diesel-Fueled Fleets Regulation, carbon pricing through the Cap-and-Trade Program, and the Low Carbon Fuel Standard. As such, the proposed Project would be consistent with the 2022 Scoping Plan.

Consistency with the Southern California Association of Governments Connect SoCal (2020–2045 Regional Transportation Plan/Sustainable Communities Strategy)

SCAG is responsible for developing long-range transportation plans and sustainable strategies for the region in accordance with federal and state law and planning requirements. The Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) would meet the applicable 2035 greenhouse gas (GHG) emissions reduction target for automobiles and light trucks of a 19 percent per capita reduction by 2035 relative to 2005 levels. The proposed Project would develop an industrial and business park facility; it would not involve new residential development introducing direct population growth. Section 4.14, *Population and Housing*, of this EIR concluded that the proposed Project could generate approximately 741 jobs, but it is reasonable to assume that the new jobs could be filled by existing residents of the City and Coachella Valley region. Therefore, there would not be a substantial growth in population and the Project would be consistent with the City and regional population growth projections.

City of Coachella CAP

Refer to the discussion in Impact 4.8-1, above. The Project would be consistent with the City of Coachella CAP since it would implement all applicable development standards presented in the CAP Development Review Checklist.

As demonstrated above, the proposed Project would not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases. With implementation of Mitigation Measure GHG-1, impacts relative to GHG emissions would be reduced to less than significant.

Mitigation Measures

Refer to Mitigation Measure GHG-1.

4.8.4 CUMULATIVE IMPACTS

It is generally the case that an individual project of this size and nature is of insufficient magnitude by itself to influence climate change or result in a substantial contribution to the global GHG inventory.[8] GHG impacts are recognized as exclusively cumulative impacts; there are no non-cumulative GHG emission impacts from a climate change perspective. The additive effect of Project-related GHGs would not result in a reasonably foreseeable cumulatively considerable contribution to global climate change. In addition, the proposed Project, as well as other cumulative related projects, would also be subject to all applicable regulatory requirements, which would further reduce GHG emissions.

As discussed above, the Project-related GHG emissions would be less than significant with implementation of Mitigation Measure GHG-1 and would not impede statewide 2030 and 2050 GHG emission reduction targets. As such, the Project would result in a less than significant cumulative GHG impact with mitigation incorporated.

[8] CAPCOA (California Air Pollution Control Officers Association). 2008. CEQA & Climate Change: Evaluating and Addressing Greenhouse Gas Emissions from Projects Subject to the California Environmental Quality Act.

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This section evaluates potential impacts of hazards and hazardous materials from development of the proposed Project, discusses the existing environmental conditions for hazardous materials and substances, including water and soil contaminants at the Project site, and identifies the appropriate City of Coachella 2035 General Plan Update goals and policies that reduce any identified impacts. It reviews and summarizes hazardous wastes as well as public health and safety issues related to seismic conditions, geologic, flood, fire, aviation, and hazardous materials for the proposed Project.

The information and analysis herein rely on the following investigations and document the hazardous materials conditions of the Project site:

- *Phase I Environmental Site Assessment* (ESA), prepared by Altec Testing and Engineering, Inc., dated January 31, 2024, provided as Appendix F1 of this EIR; and
- *Riverside County Airport Land Use Commission (ALUC) Development Review Letter,* dated August 20, 2020, provided as Appendix F2 of this EIR.

For impacts related to flood hazards and fire hazards, the reader is referred to Section 4.10, *Hydrology and Water Quality*, and to Section 4.20, *Wildfire*, respectively, of this EIR.

4.9.1 SETTING

Hazardous Materials and Waste

The term "hazardous material" is defined in the State of California's Health and Safety Code (HSC), Chapter 6.95, Section 25501(n)(1) as: "[Any material] that, because of its quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released into the workplace or the environment." "Hazardous materials" include, but are not limited to, hazardous substances, hazardous waste, and any material that a handler or the administering agency has a reasonable basis for believing would be injurious to the health and safety of persons or harmful to the environment if released into the workplace or the environment.

Hazardous waste is hazardous material generated, intentionally or unintentionally, as a byproduct of some process or condition. Hazardous wastes are defined in California HSC Section 25141(b) as wastes that: "…because of their quantity, concentration, or physical, chemical, or infectious characteristics, [may either] cause, or significantly contribute to an increase in mortality or an increase in [serious] illness [or] pose a substantial present or potential hazard to human health or the environment ….when improperly treated, stored, transported, disposed of, or otherwise managed."

According to the US Environmental Protection Agency (USEPA), waste may be considered hazardous under the Resource Conservation and Recovery Act (RCRA), the primary Federal hazardous materials law) if it is specifically listed as known hazardous waste or if it is:

- Toxic – that is, poisonous, harmful when ingested or absorbed;
- Ignitable – that is, capable of being ignited by open flame, liquids with flash points below 60 degrees Celsius;
- Corrosive – or capable of corroding other materials, aqueous wastes with a power of hydrogen (pH) of 2 or less or greater than or equal to 12.5; or,

- Reactive – that is, may be unstable under normal conditions, may react with water, may give off toxic gases or may be capable of detonation or explosion under normal conditions or when heated.

Hazardous Materials Sites

Hazardous materials sites are those that may be contaminated by hazardous substances or have the potential to contaminate soil and groundwater through the release, leaks, or disposal of chemical compounds. Disturbance of a previously contaminated site could pose a public health risk from hazardous vapors or contaminated materials. Such areas are typically monitored by the State Water Quality Control Board or by the California Department of Toxic Substances. According to the USEPA, as shown in *Exhibit 4.9-1: Hazardous Materials Sites*, the City lists three (3) sites located to the northwest that are either inactive or need no further action according to the Department of Toxic Substances Control's (DTSC) EnviroStor database (www.envirostor.dtsc.ca.gov; accessed 2023). In addition, the Foster Gardner nursery site, located over three and a half (3.5) miles to the northwest of the Project site, is listed as an active hazardous site that is currently under DTSC review and remediation.

Transportation of Hazardous Materials

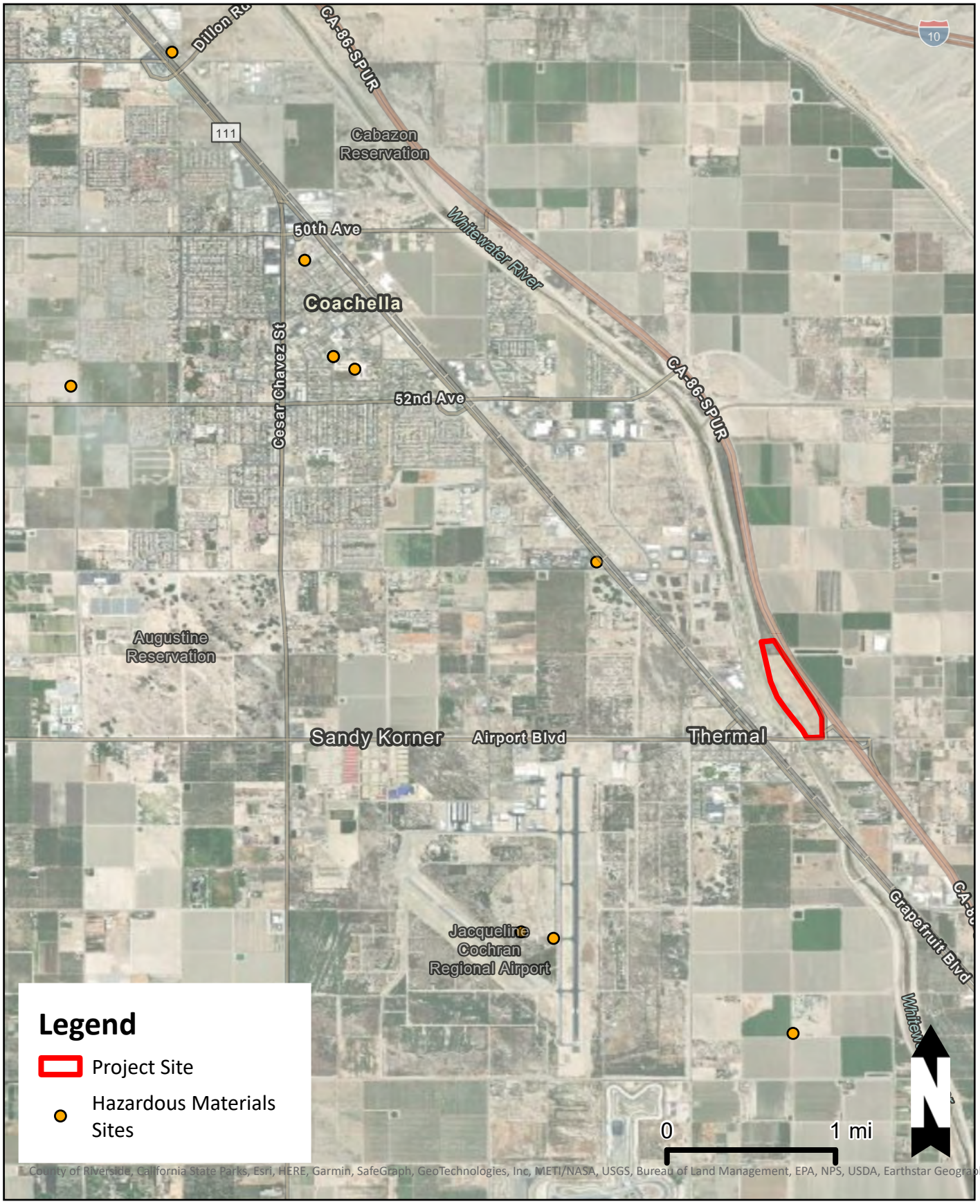
Any transportation of hazardous materials within the City of Coachella is subject to local, state, and federal regulations. The transportation of explosive or inhalation hazardous materials on any public roadway not designated for such transportation is illegal, unless the use of the roadway is necessary for the delivery or loading of such materials (California Vehicle Code, Sections §31602(b) and §32104(a)).

Airport Hazards

Projects located within an airport land use plan or within two miles of a public airport or public use airport where such a plan has not been adopted, could result in a safety hazard for people residing or working in the project area. As shown in Exhibit 4.9-2, *Jacqueline Cochran Regional Airport Influence Area*, the Jacqueline Cochran Regional Airport in unincorporated Riverside County is located approximately one and a half (1.5) miles southwest of the proposed Project site and follows the regulations in the Airport Land Use Compatibility Plan (ALUCP) adopted by Riverside County. The ALUCP outlines safety standards specifying how land near the airport can be used based on noise levels, height restrictions for new construction, and construction standards for buildings outlined in the Airport Land Use Compatibility Plan to minimize airport hazards.

Wildland Fire Hazards

Please refer to Section 4.20, *Wildfire*, of this DEIR for additional information and impacts discussions pertaining to wildfire hazards.



Hazardous Materials Sites — Exhibit

Coachella Business Park Development — **4.9-1**

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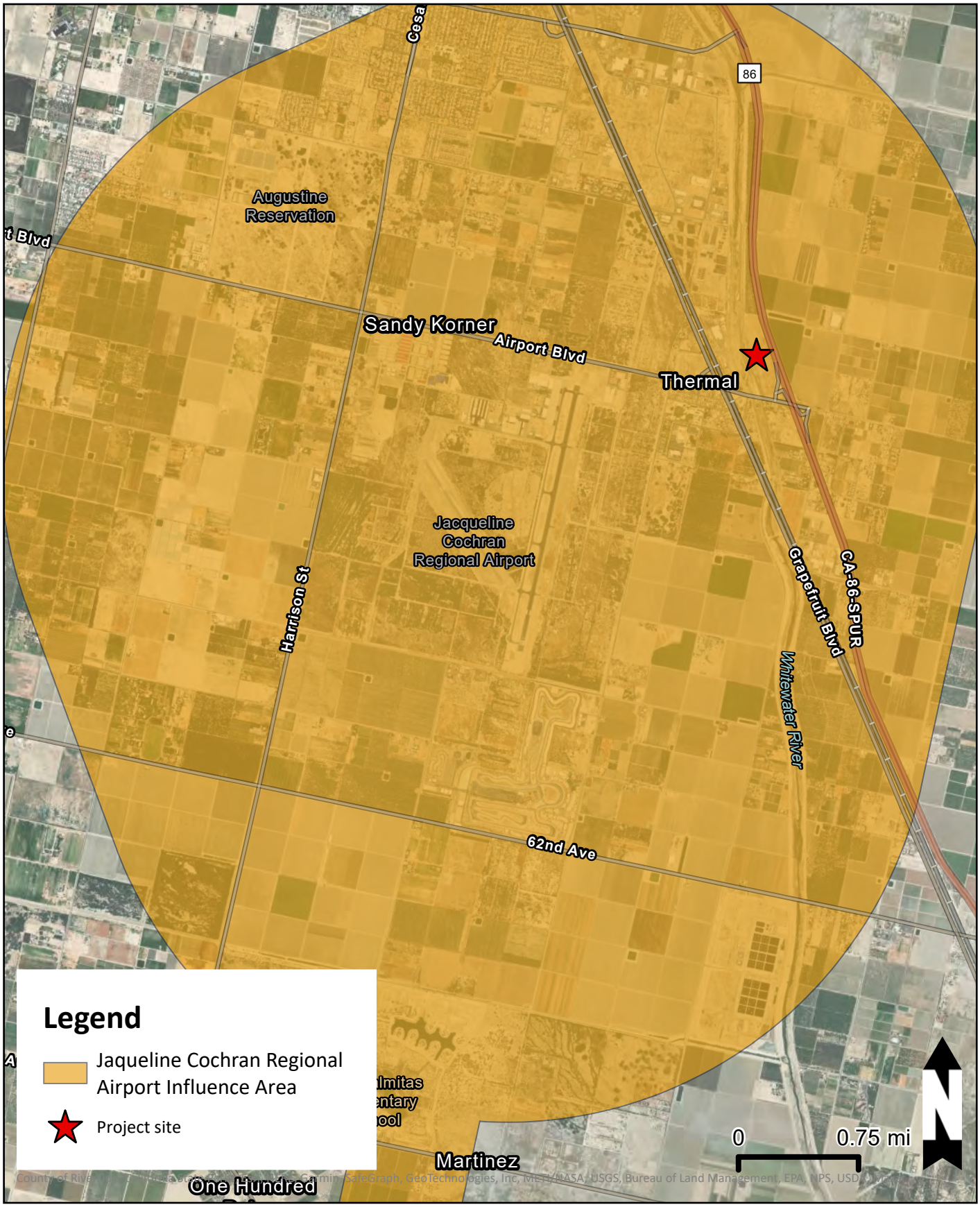

Jaqueline Cochran Regional Airport ALUC

Coachella Business Park Development

Exhibit

4.9-2

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4.9.2 REGULATORY FRAMEWORK

Federal Regulations

US Environmental Protection Agency (USEPA)

The USEPA is the lead agency responsible for enforcing federal regulations that affect public health or the environment. The primary federal laws and regulations include the RCRA of 1976 and the Hazardous and Solid Waste Amendments enacted in 1984; Comprehensive Environmental Response and Liability Act (CERCLA); and the Superfund Amendments and Reauthorization Act (SARA). Federal statutes pertaining to hazardous materials and wastes are contained in the CFR Title 40 - Protection of the Environment.

Toxic Substances Control Act

The Toxic Substances Control Act of 1976 (15 U.S. Code Section 2601 et seq.) grants USEPA the authority to develop reporting, record-keeping, and testing requirements for, as well as restrictions on, the manufacture, use, and sale of chemical substances. Pursuant to Title II of the Toxic Substances Control Act, the USEPA adopted the Asbestos Model Accreditation Plan in 1994. The Model Accreditation Plan requires that all persons who inspect for asbestos-containing materials or design or conduct response actions with respect to friable asbestos obtain accreditation by completing a prescribed training course and passing an exam. Section 403 of the Toxic Substances Act establishes standards for lead-based paint hazards in paint, dust, and soil.

Resource Conservation and Recovery Act (RCRA)

The Resource Conservation and Recovery Act (RCRA) Subtitle C regulates the generation, transportation, treatment, storage, and disposal of hazardous waste by Large Quantity Generators (1,000 kilograms per month or more) through comprehensive life cycle or "cradle to grave" tracking requirements. The requirements include maintaining inspection logs of hazardous waste storage locations, records of quantities being generated and stored, and manifests of pick-ups and deliveries to licensed treatment/storage/disposal facilities. RCRA also identifies standards for treatment, storage, and disposal, which is codified in 40 CFR 260.

Comprehensive Environmental Response Compensation and Liability Act (CERCLA)

Congress enacted CERCLA, setting up what has become known as the Superfund program in 1980 to establish prohibitions and requirements concerning closed and abandoned hazardous waste sites; provide for liability of persons responsible for releases of hazardous waste at these sites; and establish a trust fund to provide for cleanup when no responsible party can be identified. Generally, CERCLA authorizes two kinds of response actions:

- Short-term removals, where actions may be taken to address releases or threatened releases requiring prompt response.
- Long-term remedial response actions that permanently and significantly reduce the dangers associated with releases or threats of releases of hazardous substances that are serious, but not immediately life threatening.

Hazardous Materials Transportation Act

The transportation of hazardous materials is regulated by the Hazardous Materials Transportation Act (49 CFR Section 101 et seq.), which is administered by the Research and Special Programs Administration of the US Department of Transportation (DOT). The Hazardous Materials Transportation Act governs the safe transportation of hazardous materials by all modes. The DOT regulations that govern the transportation of hazardous materials are applicable to any person who transports, ships, causes to be transported or shipped,

or who is involved in any way with the manufacture or testing of hazardous materials packaging or containers. The DOT regulations govern every aspect of the movement, including packaging, handling, labeling, marking, placarding, operational standards, and highway routing.

Emergency Planning Community Right-to-Know Act (EPCRA)

EPCRA, or SARA Title III, was enacted in October 1986. SARA Title III requires any infrastructure at the State and local levels to plan for chemical emergencies, including identifying potential chemical threats. Reported information is then made publicly available so that interested parties may become informed about potentially dangerous chemicals in their community. EPCRA Sections 301–312 are administered by USEPA's Office of Emergency Management. USEPA's Office of Information Analysis and Access implements EPCRA's Section 313 program. In California, SARA Title III is implemented through the California Accidental Release Prevention Program (CalARP, see below).

Federal Disaster Mitigation Act

The Disaster Mitigation Act of 2000 provided a new set of mitigation plan requirements that encourage state and local jurisdictions to coordinate disaster mitigation planning and implementation. States are encouraged to complete a "Standard" or an "Enhanced" Natural Mitigation Plan. "Enhanced" plans demonstrate increased coordination of mitigation activities at the state level and, if completed and approved, increase the amount of funding through the Hazard Mitigation Grant Program.

Occupational Safety and Health Administration

The Federal Occupational Health and Safety Administration (OSHA), establishes and enforces Federal regulations related to health and safety of workers who could be exposed to toxic and hazardous materials. OSHA also sets health and safety guidelines for construction activities and manufacturing facility operations.

Executive Order 12148, 1979 – Federal Emergency Management Agency

The Federal Emergency Management Agency (FEMA) was created by Executive Order 12148 in 1979 and became part of the US Department of Homeland Security when it was established in 2003. FEMA's continuing mission within the department is to lead the effort to prepare the nation for all hazards and effectively manage federal response and recovery efforts following any national incident. FEMA also initiates proactive mitigation activities, trains first responders, and manages the National Flood Insurance Program and the US Fire Administration.

Uniform Fire Code

The Uniform Fire Code (UFC) contains regulations relating to construction, maintenance, and use of buildings. Topics addressed in the code include fire department access, fire hydrants, automatic sprinkler systems, fire alarm systems, fire and explosion hazards safety, hazardous materials storage and use, provisions intended to protect and assist fire responders, industrial processes, and many other general and specialized fire safety requirements for new and existing buildings and the surrounding premises.

Department of Toxic Substances (DTSC)

DTSC's *Human Health Risk Assessment Note 3 – DTSC-Modified Screening Levels (DTSC-SLs), June 2020 Revised Updates* recommends screening levels (derived using DTSC-modified exposure and toxicity factors) for constituents in soil, tap water, and ambient air. HHRA Note 3 Revised was updated to address lead and cadmium. This update supersedes the June 2020 Update to HHRA Note Number 3. A new HHRA Note 3 with a complete revision of screening levels is forth coming.

State Regulations

State Assembly Bill 2948

Enacted in 1986 and sometimes referred to as 'Tanner 1986', State Assembly Bill 2948 mandates that local governments have hazardous waste plans for dealing with hazardous wastes generated within the community, including identifying sources of hazardous wastes, transportation routes needed to remove the waste and areas for potential treatment and disposal. These plans are often integrated with or part of municipal and county General Plan documents.

Senate Bill 1082

In 1993, Senate Bill 1082 gave the California Environmental Protection Agency (CalEPA) the authority and responsibility to establish a unified hazardous waste and hazardous materials management and regulatory program, commonly referred to as the Unified Program. The Unified Program consolidates, coordinates, and makes consistent the administrative requirements, permits, inspections, and enforcement activities of six environmental and emergency response programs between local, State, and federal agencies.

The State agency partners involved in the Unified Program have the responsibility of setting program element standards, working with CalEPA on ensuring program consistency, and providing technical assistance to the certified unified program agencies, including the following:

- *California Environmental Protection Agency (Cal EPA)*,
- *Department of Toxic Substances Control (DTSC)*,
- *Governor's Office of Emergency Services (CA OES)*,
- *Office of the State Fire Marshal*, and
- *State Water Resources Control Board (SWRCB*).

Under Division 4.5 of Title 22 of the California Code of Regulations and the California Hazardous Waste Control Law (Health and Safety Code Division 20, Chapter 6.5), DTSC regulates the generation, transportation, treatment, storage, and disposal of hazardous waste. Both RCRA and the Hazardous Waste Control Law impose "cradle to grave" regulatory systems for handling hazardous waste in a manner that protects human health and the environment. State law requires county and local agencies to implement the Unified Program. The local agency in charge of implementing the program is called the Certified Unified Program Agencies (CUPA).

California Fire Code

The California Fire Code is Chapter 9 of CCR Title 24. It is the primary means for authorizing and enforcing procedures and mechanisms to ensure the safe handling and storage of any substance that may pose a threat to public health and safety. The California Fire Code regulates the use, handling, and storage requirements for hazardous materials at fixed facilities. The California Fire Code and the California Building Code use a hazard classification system to determine what protective measures are required to protect fire and life safety. These measures may include construction standards, separations from property lines, and specialized equipment. To ensure that these safety measures are met, the California Fire Code employs a permit system based on hazard classification

Hazardous Waste Control Act

The 1972 Hazardous Waste Control Act (Health & Safety Code Section §25100 et seq.) is the seminal hazardous waste control law in California. It establishes standards for regulating the generation, handling, processing,

storage, transportation, and disposal of hazardous wastes. The hazardous waste control program is administered by the Department of Toxic Substances Control (DTSC) and local CUPAs.

Emergency Response to Hazardous Materials Incidents

The State of California has developed an Emergency Response Plan to coordinate emergency services provided by federal, state, and local government and private agencies. Response to hazardous materials incidents is one part of this plan. The Plan is managed by the State Office of Emergency Services (OES), which coordinates the responses of other agencies including Cal- EPA, California Highway Patrol (CHP), and the California Department of Fish and Wildlife.

California Hazardous Materials Release Response Plans and Inventory Law

The California Hazardous Materials Release Response Plans and Inventory Law of 1985 (Business Plan Act) requires that any business that handles hazardous materials prepare a Business Plan. That Business Plan must include details of the facility and business conducted at the project site, an inventory of hazardous materials that are handled or stored on site, an emergency response plan and a training program for safety and emergency response for new employees, with annual refresher courses.

California Accidental Release Prevention Program (CalARP)

The CalARP Program addresses facilities that contain specified hazardous materials, known as "regulated substances," that, if involved in an accidental release, could result in adverse off-site consequences. The CalARP Program defines regulated substances as chemicals that pose a threat to public health and safety or the environment because they are highly toxic, flammable, or explosive.

California Health and Safety Code

California Health and Safety Code Section 25150 requires DTSC to adopt, and revise when appropriate, standards and regulations for the management of hazardous wastes to protect against hazards to the public health, domestic livestock, wildlife, or the environment. In adopting or revising standards and regulations pursuant to this chapter, the department shall, insofar as practicable, make the standards and regulations conform with corresponding regulations adopted by the USEPA pursuant to the federal act. This section does not prohibit the department from adopting standards and regulations that are more stringent or more extensive than federal regulations.

CalEPA, in cooperation with the DTSC, the SWRCB and the Office of Environmental Health Hazard Assessment, publishes a list of screening numbers for select contaminants. Screening numbers are defined as the concentration of a contaminant published by CalEPA as an advisory number. In determining screening numbers, CalEPA considers the toxicology of the contaminant, risk assessments prepared by federal or state agencies, epidemiological studies, risk assessments or other evaluations of the contaminant during remediation of a site, and screening numbers that have been published by other agencies.

In January 2018, the DTSC's Human and Ecological Risk Office issued Human Health Risk Assessment Note Number 3. The document lists DTSC-SLs for select compounds in soil, tap water, and air for use in the human health risk assessment process at hazardous waste sites and permitted facilities.

California Public Resources Code 21151.4

Pursuant to Public Resources Code Section 21151.4, projects that can be reasonably anticipated to produce hazardous air emissions or handle extremely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school must consult with the potentially affected school district and provide written

notification not less than 30 days prior to the proposed certification or adoption of an environmental document. Where a school district proposes property acquisition or the construction of a school, the environmental document must address existing environmental hazards, and written findings must be prepared regarding existing pollutant sources.

California Cortese List, Government Code 65962.5

Government Code Section 65962.5 requires CalEPA to develop and update the Hazardous Waste and Substance Sites (Cortese) List. The Cortese List is a planning document used by state and local agencies and developers to comply with CEQA requirements in providing information about the location of hazardous materials release sites.

California Code of Regulations, Title 8

CCR Title 8 contains the General Industry Safety Orders of the state regulations. Article 4 addresses dust, fumes, mists, vapors, and gases. Article 4, Section 1529 deals with asbestos and Asbestos Containing Materials (ACM) and Section 1532.1 addresses lead and Lead Based Paint (LBP). Both Sections set out requirements for employer monitoring of employee exposure to these materials as well as regulations on worker personal protective equipment (PPE), disposal of wastes, medical examinations of exposed workers, and action levels and exposure limits for ACM and LBP dusts.

Seismic Hazards Mapping Act

The Seismic Hazards Mapping Act (SHMA) of 1990 (Public Resources Code, Chapter 7.8, Section §2690-2699.6) directs the Department of Conservation (DOC), California Geological Survey to identify and map areas prone to earthquake hazards of liquefaction, earthquake-induced landslides, and amplified ground shaking. The purpose of the SHMA is to reduce the threat to public safety and to minimize the loss of life and property by identifying and mitigating these seismic hazards. The SHMA was passed by the legislature following the 1989 Loma Prieta earthquake. The SHMA requires the State Geologist to establish regulatory zones (Zones of Required Investigation) and to issue appropriate maps (Seismic Hazard Zone maps). These maps are distributed to all affected cities, counties, and state agencies for their use in planning and controlling construction and development. Single family frame dwellings up to two stories not part of a development of four or more units are exempt from the state requirements. However, local agencies can be more restrictive than state law requires.

Cal-OSHA Worker Safety Requirements

The California Occupational Safety and Health Administration (Cal-OSHA) assumes primary responsibility for developing and enforcing workplace safety regulations within California. Cal-OSHA regulations pertaining to the use of hazardous materials in the workplace, as detailed in CCR Title 8, include requirements for safety training, availability of safety equipment, accident and illness prevention programs, hazardous substance exposure warnings, and emergency action and fire prevention plan preparation. Cal-OSHA's hazard communication program requires that Material Safety Data Sheets (MSDS) be available to employees and that employee information and training programs be documented.

Local Regulations

City of Coachella 2035 General Plan Update

The City of Coachella 2035 General Plan Update contains the following goals and policies related to hazards and hazardous materials in the City:

Land Use + Community Character Element

Policy 10.4 Airport compatibility. Require new development in the vicinity of Jacqueline Cochran Regional Airport to conform to the County's airport land use and safety plans. Notwithstanding the allowable land use intensities and densities set forth by this Land Use + Community Character Element, there may be more restrictive density and intensity limitations on land use and development parameters, as set forth by the Airport Land Use and Compatibility Plan. Additionally, per the Airport Land Use Plan, there may be additional limits, restrictions, and requirements, such as aviation easements, height limits, occupancy limits, and deed restrictions, required of new developments within the vicinity of the airport.

Policy 10.6: Airport Land Use Commission Review. Before the adoption or amendment of this General Plan, any specific plan, the adoption or amendment of a zoning ordinance or building regulation within the planning boundary of the airport land use compatibility plan, the City shall refer proposed actions for review, determination and processing by the Riverside County Airport Land Use Commission as provided by the Airport Land Use Law. The City shall notify the Airport Land Use Commission office and send a Request for Agency Comments for all new projects, and projects proposing added floor area or change in building occupancy type within 2 miles of the airport.

Policy 10.9 Nonresidential Development near airport. The land use intensity of nonresidential structures within Airport Compatibility Zones B1, C, and D shall be limited as set forth by Table 2A of the Airport Land Use Compatibility Plan.

Safety Element

Goal 5. Hazardous Materials Management. A community that has reduced the potential for hazardous materials contamination.

Policy 5.1 Enforcement actions. Continue to enforce disclosure laws that require all users, generators and transporters of hazardous materials and wastes to identify the materials they store, use or transport.

Policy 5.2 Effective response. Ensure the City and the county's fire and sheriff departments can respond safely and effectively to a hazardous materials incident in the City, whether as a spill at a permitted facility, a pipeline release or an accident along a section of the I-10 or railroad line that extends across Coachella; ensure all residents, workers and visitors to Coachella are protected from exposure to hazardous materials and waste.

Policy 5.3 Hazardous materials siting. Prohibit the placement of proposed new facilities that will be involved in the production, use, storage, transport or disposal of hazardous materials near existing land uses that may be adversely affected by such activities. Conversely, prohibit the development of new sensitive facilities (like schools, childcare centers, nursing homes, senior housing, etc.) near existing sites that use, store or generate hazardous materials.

Policy 5.5 Hazardous materials transport routes. Identify roadways along which hazardous materials are routinely transported and if schools, medical facilities, child-care centers or other facilities with special evacuation needs are located along these routes, the City, together with these facilities, will identify emergency response actions that can be implemented if a roadway accident results in the unauthorized release of hazardous materials.

Policy 5.8 Non-toxic alternatives. Encourage residents and businesses to reduce or eliminate the use of hazardous materials, including pesticides and herbicides, by using nontoxic, safer products and methods that

do not pose a threat to the environment or by buying and using only the smallest amount of a hazardous substance needed for the job.

Policy 5.11 Hazardous materials disposal. Continue to support the operation of programs and recycling centers that accept hazardous substances, such as paint, paint thinner, used waste oil, etc., such as the City's Drop-Off facility.

Goal 6. Clean Environment. A community protected from the harmful effects of pollution and hazardous materials, hazardous waste and environmental contamination.

Policy 6.2 Water funding. Seek funding to ensure adequate infrastructure and service delivery to provide safe drinking water and access to an adequate wastewater system within Coachella and within the City's sphere of influence.

Policy 6.3 Mold and lead hazards prevention. Partner with the Riverside County Environmental Health and Public Health Departments to provide education and technical assistance in reducing mold and lead hazards in homes.

Policy 6.11 Soil Quality. Require soil testing for contaminants on sites that have historically, or currently, been exposed to chemical releases. If contamination does exist, require a remediation strategy to reduce or eliminate contamination on site.

Policy 6.13 Pesticide education to businesses. Provide education to gardeners and landscape companies that do business in Coachella about alternatives to, and safer usage of, toxic pesticides and herbicides.

Policy 6.15 Regional air and water quality. Track and publicly support regional, state and federal efforts that improve air and water quality to protect human and environmental health and minimize disproportionate impacts on sensitive population groups.

4.9.3 IMPACT ANALYSIS

Thresholds of Significance

The impact analysis provided below is based on the following State CEQA Guidelines Appendix G thresholds of significance. Hazards and hazardous materials impacts are considered to be significant if implementation of the Project would:

- Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials;
- Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment;
- Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school;
- Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section §65962.5 and, as a result, would it create a significant hazard to the public or the environment;

- For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area;
- Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan; or
- Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires (please refer to Section 4.20, *Wildfire*, for discussion and analysis related to emergency plans related to wildfire).

Methodology

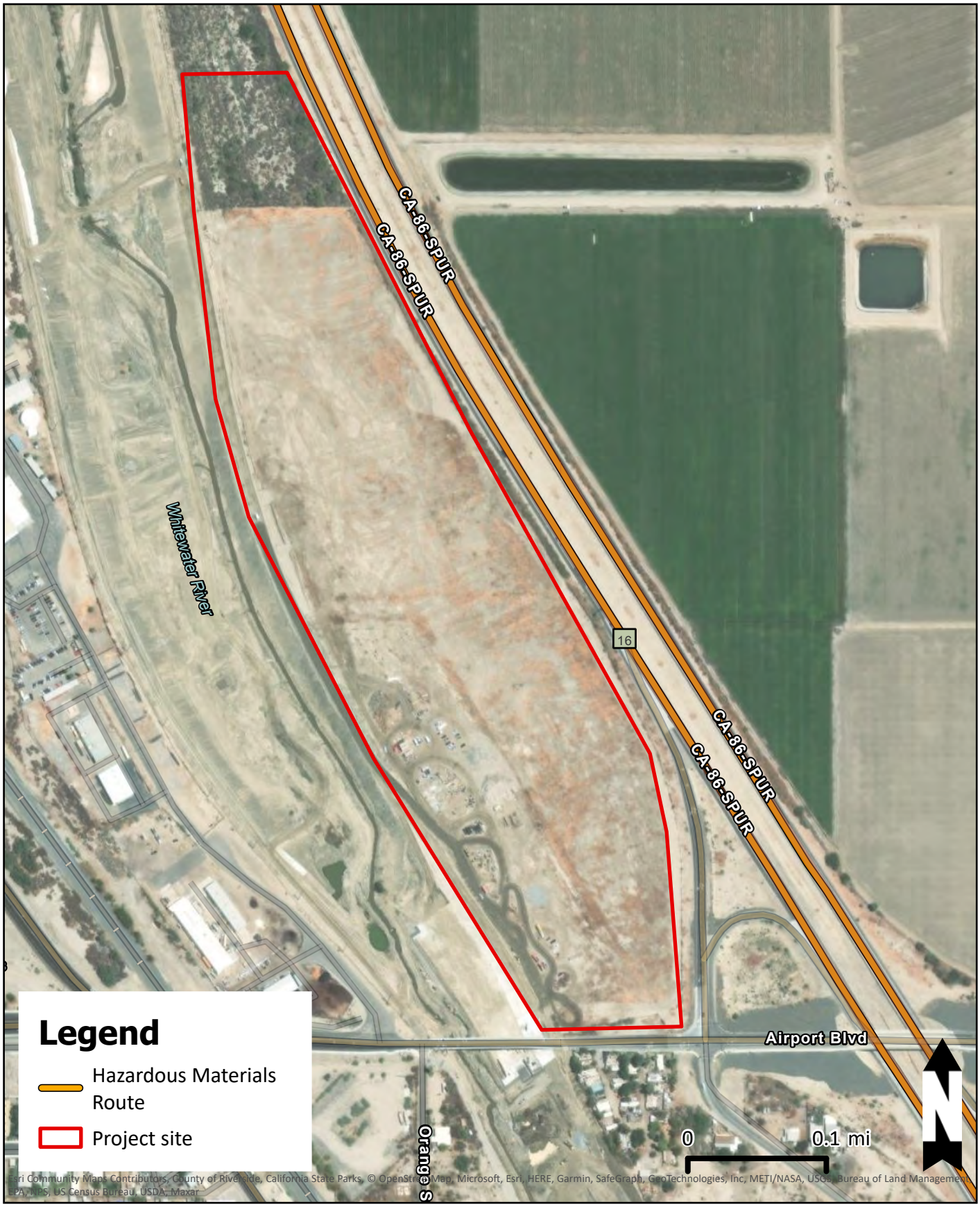
Evaluation of potential hazards and hazardous materials impacts of the proposed Project was based primarily on database research, field reconnaissance of the Project site and its surroundings, and review of the EIRs for the Riverside County and City of Coachella general plans. A Phase I ESA of the Project site was performed in January 2024 in conformance with the scope and limitations of ASTM Practice E 1527-21, provided as Appendix F1 of this EIR.

Impacts

Impact 4.9.1 Implementation of the proposed Project would not have the potential to result in the exposure of persons to known and unknown hazardous materials through the routine transport, use, or disposal of hazardous, materials, as well as accidents involving the release of hazardous materials (Less than Significant Impact).

The use, transport and disposal of hazardous substances are typically regulated by the California Highway Patrol (CHP). Although SR 86 borders the site along its eastern edge, the roadway is not designated as a hazardous route, as shown in Exhibit 4.9-3: *Hazardous Materials Routes*. In addition, no historical recognized environmental conditions (HRECs) and controlled recognized environmental conditions (CRECs) have been located on the proposed Project site. However, as the site had been previously utilized for agricultural production from approximately 1953 to 1984, the potential exists for residues of pesticides to be present in the site's soils. The potential for the presence of pesticides on the site is identified as a recognized environmental condition (REC), which could require mitigation to avoid potentially significant impacts.

Proposed Project construction and operational activities may involve the use and transport of hazardous materials. These materials may include, but are not limited to, fuels, oils, mechanical fluids, and other chemicals associated with construction activities. Hazardous material transport may occur regularly throughout the construction phase, as materials are brought to and from the Project location. The transportation and disposal of hazardous materials is governed by a wide range of regulations including the requirement that it be conducted by transporters registered with DTSC and all transportation and disposal of hazardous waste are required to comply with State, local, and Federal laws. This includes federal regulations such as the Federal RCRA, which mandates that hazardous waste be tracked from the point of generation to the ultimate destination. This would involve detailed tracking of hazardous materials during transport and permitting of hazardous material handling facilities.



Hazardous Materials Route

Coachella Business Park Development

Exhibit

4.9-3

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Furthermore, the City of Coachella 2035 General Plan Update EIR states that all motor carriers and drivers involved in transportation of hazardous materials must apply for and obtain a hazardous materials transportation license from the California Highway Patrol. In addition, to further assure the safety of the public, the California Health and Safety Code (CalEPA) establishes rules governing the use of hazardous materials and the management of hazardous waste, such as CERCLA. The Coachella Fire Services, as part of the Riverside County Fire Department, supports the Riverside County Health Department in maintaining a program requiring that anyone operating a hazardous waste facility or using, storing, or transporting hazardous material has a permit. Finally, upon the completion of the construction of each individual project phase, all hazardous materials would be removed from the Project site. Impacts would therefore be less than significant.

Mitigation Measures

No mitigation is required.

Impact 4.9.2 Implementation of the proposed Project would not have the potential to create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment (Less than Significant Impact with Mitigation Incorporated).

Construction Impacts

During Project construction, there is a possibility of accidental release of hazardous substances such as petroleum-based fuels or hydraulic fluids used for construction equipment. However, the level of risk associated with the accidental release of hazardous substances is not considered significant due to the small volume and low concentration of hazardous materials utilized during construction. As required by various State laws described in Section 4.9.2, the construction contractor is required to use standard construction controls and safety procedures that would avoid and minimize the potential for accidental release of such substances into the environment. Standard construction practices would be observed such that any materials released are appropriately contained and remediated as required by local, State, and Federal law. Therefore, a less than significant impact would occur.

Operational Impacts

The proposed Project would include uses onsite that are consistent with the City's industrial zoning and General Plan designation thus allowing for industrial, research and development uses as well as retail and office uses at the site. It is anticipated that long term operations on the site would involve storage of personal vehicles that may require light maintenance work on site and may involve the storage and use of limited quantities of solvents, oils and similar hazardous materials for personal vehicle maintenance and upgrades. No commercial or industrial scale automotive repair facilities would be located on the site. In addition, the proposed Imperial Irrigation District (IID) substation at the northern end of the property may include transformers and other components that could contain small quantities of hazardous materials. The City's zoning for the site is currently MH – Heavy Industrial which would be amended to MS-IP (Manufacturing Services-Industrial Park) and C-G (General Commercial) in order to allow for the uses under the proposed Project.

Although the type and quantity of the materials described above cannot be identified with specificity at this time, most of the land uses at the proposed Project site would not be expected to generate or transport hazardous materials in quantities large enough to present a significant threat to the public or the

environment. Those that do would be required to register with DTSC as small quantity generators and comply with all applicable regulation regarding storage and transport of hazardous materials under RCRA and other federal, State, and local regulations. Businesses would be required to submit hazardous material Business Plans to the CUPA or the Riverside County Department of Environmental Health, and update them regularly, and to adhere to all California Fire Code and Building Code requirements for hazardous material storage. The County of Riverside's Department of Environmental Health requires that facilities storing hazardous materials prepare a Hazardous Materials Business Plan (HMBP). The information from the HMBP is made available to first responders in the County for emergency response activities. All handlers are required to disclose hazardous materials in the HMBP. Compliance with all applicable regulations would ensure that risks from hazardous material storage and use in the proposed commercial areas would be minimized. There would be no significant threat to the public or the environment.

Since the potential for the presence of pesticides on the site from past uses has been identified as an REC, adherence to City of Coachella 2035 General Plan Update Safety Element Policies 5.1, 5.2, 5.3, 5.8 and 5.11, which address the safe transport, use, disposal and storage of hazardous materials, in addition to limiting the use of pesticides and herbicides would ensure that the proposed Project would limit exposure to hazardous materials to any employees and visitors to the site. In addition, the Phase I ESA recommends that a soils investigation be done prior to grading permit issuance to assess pesticide concentration levels in the site's soils. If pesticide concentration levels exceed regulatory agency screening levels, soil remediation would be implemented to ensure pesticide concentration levels would be reduced below the regulatory agency screening levels, using generally accepted methodologies, such as soil excavation and onsite or offsite disposal, as described in Mitigation Measure HAZ-1. With implementation of this measure, pesticide impacts would be reduced to a less than significant level.

Mitigation Measures

HAZ-1 Prior to any ground disturbing activity on the site, a soils investigation shall be conducted by a qualified soils engineer to assess the pesticide contamination levels in the Project site's soils. If the pesticide contamination levels exceed USEPA Regional Screening Levels for pesticides, the Project Applicant shall implement a soils management program to reduce the soil's pesticide concentration levels to below USEPA Regional Screening Levels through soils excavation, removal and offsite disposal in compliance with all applicable USEPA regulations. All activities shall be coordinated with the City of Coachella and the County of Riverside Department of Environmental Health.

Impact 4.9.3 Implementation of the proposed Project would not emit hazardous emissions or handle hazardous materials, substances or waste within one-quarter mile of an existing or proposed school (No Impact).

There are no schools on, or proposed for, the site or in the immediate vicinity of the Project site. The nearest school site is the John Kelley Elementary School in the adjacent community of Thermal located at 87163 Center Street, approximately 2.5 miles to the south of the proposed Project site. There would be no impact to existing or proposed schools within one-quarter mile of the Project site.

Mitigation Measures

No mitigation is required.

Impact 4.9.4 Implementation of the proposed Project would not be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section §65962.5 and, as a result, create a significant hazard to the public or the environment (Less than Significant Impact).

There are no Cortese sites identified at the Project site and according to the Phase I ESA that was prepared for the proposed site dated January 31, 2024, there are no HRECs or CRECs on the site. However, former uses at the site have included agricultural uses with the potential for residual soil contamination from the use of agricultural products. As described above, from approximately 1953 to 1984, the three parcels on the site contained agricultural crops (row crops or hay). Therefore, the potential exists for residues of organophosphate pesticides (OPP), organochlorine pesticides (OCPs) and chlorinated herbicides (CHs) to be present in the soils in association with this agricultural usage. The potential presence of pesticides/herbicides at the property would be identified as a REC if the detected concentrations exceed USEPA Regional Screening Levels. Mitigation Measure HAZ-1 above therefore requires a soils investigation prior to any development on the Project site.

The Phase I ESA also identified approximately 16 low contamination risk sites located within one-quarter mile of the proposed Project site. Some of these sites have been identified as having low risk of property contamination while others are currently not in use, having been identified either with Underground Storage Tanks (UST) or Leaking Underground Storage Tanks (LUST) still remaining on the properties. As discussed in the Phase I ESA, it was determined that these sites pose a low risk of adverse environmental impact to the Project site due to their distance from the proposed Project site and their remediation status. Sites located further than one-quarter mile from the Project site would not have a significant potential for an adverse impact to the Project site for the same reasons.

DTSC's EnviroStor database identifies the closest contaminated sites as located on the Jacqueline Cochran Regional Airport property, which is approximately 1.5 miles to the southwest of the proposed Project site, and which has been categorized as a "Military Evaluation." Potential contaminants for the site include explosives, lead, munitions debris, and perchlorate in the soil. However, the clean-up status for the site has been deemed inactive, that is no hazardous substances have been manufactured, utilized or processed at the site, as of August 15, 2019 (EnviroStor; 2023). The other site identified within the vicinity of the Project site is located approximately three (3) miles south of 59th Avenue between Polk and Filmore Street in the community of Thermal. The site was designated "Voluntary" clean-up due to metals, organochlorine pesticides, and polynuclear aromatic hydrocarbons in the soil. However, the site's clean-up status has been deemed certified/inactive or that no certified hazardous substances have been manufactured, utilized or processed at the site since June 28, 2019. Since these sites have been approved as inactive or cleanup conducted, these sites would have no impact on development at the proposed Project site.

A review of the Regional Water Quality Control Board (RWQCB) GeoTracker website/database found six (6) nearby sites; all have been closed and do not create a risk of adverse impacts on the Project site because these sites are no longer actively involved in the use, storage or disposal of potential hazardous materials. Since no portion of the Project will be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section §65962.5, and only low contamination risk sites are located within ¼ mile of the Project site, impacts are less than significant.

Mitigation Measures

No mitigation is required.

Impact 4.9.5 For people working at the proposed Project site, implementation of the proposed Project would not result in a safety hazard or excessive noise from a public airport (Less than Significant Impact).

DTSC's EnviroStor database identifies the Jacqueline Cochran Regional Airport, which is located approximately one and a half (1.5) miles to the southwest of the proposed Project site. As shown in Exhibit 4.9-2, the Project site itself is located within the Riverside County Airport Land Use Compatibility (ALUCP) Airport Influence Area Zone D, which prohibits highly noise-sensitive outdoor non-residential uses and height hazards in proximity to flight paths (Riverside County Airport Land Use Compatibility Plan, 2005). The ALUCP noise contour zones of 60, 65 and 70 Community Noise Equivalent Levels (CNEL) for the Jacqueline Cochran Regional Airport are located over 3,500 feet to the southwest of the site. Since the proposed Project site lies outside the areas subject to average noise levels greater than 55 CNEL, airport noise at the site would not exceed City standards and no measures to mitigate aircraft-generated noise are required, as discussed in the *Riverside County Airport Land Use Commission (ALUC) Development Review Letter,* dated August 20, 2020, provided as Appendix F2 of this EIR. The ALUC Development Review Letter for the proposed Project concluded that the proposed Project would be consistent with the Airport Land Use Compatibility Plan upon adherence to certain conditions of approval. With respect to airport noise, the only restriction is that highly sensitive outdoor non-residential uses are prohibited, and no such uses are proposed for the Project.

Further, the proposed uses on the site would be compatible with uses allowed under the ALUC's Zone D designation as business park uses, small office, commercial and industrial facilities such as under the proposed Project, are not prohibited or discouraged in Zone D. None of the proposed uses are highly noise-sensitive or considered hazards to flight. Further, consistent with the conditions of approval provided in the ALUC Development Review Letter, all structures under the proposed development would be designed to reduce bird attractant as follows: (1) new basins will provide for a maximum 48-hour detention period following the conclusion of a storm event and to remain totally dry between rainfalls, and (2) any landscaping proposed in the detention basin shall be in accordance with the ALUC "Landscaping Near Airports" and "Airports, Wildlife and Stormwater Management" brochures. Lastly, buildings on the site would reach maximum heights between 25 to 50 feet; therefore, review of buildings by the Federal Aviation Administration (FAA) Obstruction Evaluation Service would not be required.

Based on this ALUC determination, as well as the requirement that the Project comply with the ALUCP as well as the City of Coachella 2035 General Plan Update's Land Use + Community Character Element Policies 10.4 and 10.10, which would require the proposed Project to adhere to the Jacquline Cochran Regional Airport's land use and safety plans so as to ensure that no structures under the proposed Project would adversely affect the Airport navigable airspace, the Project would not significantly impact airport safety or create excessive noise. The proposed Project has already been reviewed by the ALUC and is therefore consistent with Policy 10.6.

Mitigation Measures

No mitigation is required.

Impact 4.9.6 Implementation of the proposed Project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan (Less Than Significant Impact).

Construction and operational activities associated with the Project would not impede existing emergency response plans for the Project site and/or other land uses in the Project vicinity. The Project does not propose changes to the City's circulation system, such as sharp curves or dangerous intersections, and would not introduce incompatible uses to area roadways. Furthermore, should partial lane closures be required as part of Project construction activities, implementation of a traffic management plan would minimize congestion and ensure safe travel, including emergency access in the Project vicinity. Therefore, this impact would be less than significant.

Mitigation Measures

No mitigation is required.

4.9.4 CUMULATIVE IMPACTS

Cumulative projects within the City of Coachella and adjacent areas of unincorporated Riverside County have the potential to increase impacts related to encounters with hazardous materials by construction workers during construction activities and residences and employees exposed to hazardous materials. However, hazards are typically site specific unless being transported beyond a project area, and individual development would not create compounding impacts that would affect hazardous conditions on other sites. Future development projects would have to comply with all relevant federal, State and local policies in relation to hazards and would also be subject to CEQA review for each project, including compliance with remediation plans as applicable. Other potential impacts from future development would be addressed on a case-by-case basis, and appropriate mitigation would be designed to mitigate impacts resulting from individual projects. However, considering compliance with the City of Coachella 2035 General Plan Update policies, state and federal regulations to reduce impacts related to hazards and the transport of hazardous materials, and the proposed Project's implementation of Mitigation Measure HAZ-1, the Project's contribution to cumulative hazards and human health impacts would be less than cumulatively considerable.

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This section identifies the hydrologic resources, existing drainage conditions, and surface and groundwater quality at the proposed Project site. In accordance with CEQA and the State CEQA Guidelines, this Draft EIR evaluates the proposed Project-related impacts on hydrology and water quality, as well as the appropriate City of Coachella 2035 General Plan Update policies. It also addresses the proposed Project's potential impacts on the existing drainage infrastructure, evaluates the potential impacts of implementing the proposed Project and identifies appropriate mitigation measures to lessen the identified impacts.

The information and analysis herein rely on the following technical studies:

- *Preliminary Hydrology Report* (Hydrology Study), prepared by The Altum Group, dated September 30, 2024, provided as Appendix G1;
- *Preliminary Water Quality Management Plan* (WQMP), prepared by The Altum Group, dated September 30, 2024, provided as Appendix G2; and
- *Water Supply Assessment for the Proposed Coachella Airport Business Park Project* (WSA), prepared by MSA Consulting, Inc., dated February 2024, provided as Appendix G3.

4.10.1 SETTING

Regional

The City of Coachella is located between San Jacinto and Santa Rosa Mountains to the west and the Little San Bernardino Mountains to the northeast. These mountain regions create a rain shadow effect in the Coachella Valley obstructing moisture from ocean air masses from the west. Consequently, the region experiences a subtropical desert climate characterized by prolonged, scorching, and arid summers, contrasted by short winters.

The average annual rainfall in the Coachella Valley varies from three to six inches per year, typically occurring in a gentle and widespread manner from November through March. October can consist of short episodes of high-intensity rainfall, occasionally leading to flash flooding. Temperature extremes in the Coachella Valley can range between 28 to 126 degrees Fahrenheit, while humidity levels fluctuate from approximately 34 percent in the summer to around 48 percent in the winter.

The Coachella Valley is located in the Colorado River hydraulic region (HR) of the California Department of Water Resources (DWR), which covers roughly 13 million acres in southeastern California. The Colorado River HR is divided into smaller more distinct groundwater basins. The Coachella Valley is located over the Indio Subbasin, this subbasin is recharged by the Colorado River and the Whitewater River (City of Coachella 2035 General Plan Update Draft EIR, 2014). The regional hydrology is shown in Exhibit 4.10-1: *Regional Hydrology*.

Surface water supplies come from several local rivers and streams including the Whitewater River, Snow Creek, Falls Creek, and Chino Creek, as well as a number of smaller creeks and washes. Since surface water supplies are affected by variations in annual precipitation, the annual supply is highly variable, with the average annual natural river/stream recharge estimated at approximately 36,000 acre feet per year (AFY), however, local runoff is captured and used for groundwater recharge.

The primary drainage and surface water feature in the Coachella Valley is the Whitewater River watershed. Originating from Mount San Gorgonio, the Whitewater River flows southeast to its end point at the Salton Sea, however, the Whitewater River has been channelized in the southern portion of the Coachella Valley and is referred to as the Coachella Valley Stormwater Channel (CVSC). The CVSC plays a crucial role as a drainage system for irrigation return flows, treated community water, and stormwater runoff (City of Coachella 2035 General Plan Update Draft EIR, 2014).

Currently, all of Coachella Valley Water District's (CVWD's) urban potable water uses utilize groundwater for their water demands. The Coachella Valley Groundwater Basin is bounded on the north and east by the San Bernardino and Little San Bernardino Mountains, on the south and west by the Santa Rosa and San Jacinto Mountains, and on the south by the Salton Sea. In addition to groundwater, CVWD has imported water supplies from the State Water Project (SWP) and the Colorado River, and recycled water from water reclamation plants. These imported and recycled water supplies are used to meet CVWD's non-potable water demands and to replenish the groundwater basin. Groundwater is also used by other domestic water suppliers, and private pumpers for crop irrigation, fish farms, duck clubs, golf course irrigation, greenhouses, and industrial uses in the Coachella Valley.

While CVWD is responsible for recycled water, agricultural irrigation water, drainage management, imported water supply, regional stormwater management and flood control, the Coachella Water Authority (CWA) is responsible for supplying domestic water to the City of Coachella and provides water related services for domestic water, wastewater collection and treatment. Both agencies work together with other valley water providers to implement groundwater replenishment programs and water conservation.

Currently, all of CWA's urban potable water users are supplied using groundwater and runoff from the mountain ranges in the Coachella Valley. CWA is able to utilize imported water supplies from the SWP and the Colorado River, as well as recycled water from water reclamation plants for non-potable uses and to replenish the aquifer. Recycled water is also used to offset the groundwater pumping of private well owners (mainly for golf course and landscape irrigation).

Flooding in the Coachella Valley can occur due to heavy single event storms or prolonged precipitation in the surrounding mountains when heavy rains combine with melting of the snowpack resulting in prolonged runoff. There have been several flooding events in the history of the Coachella Valley. The Federal Emergency Management Agency (FEMA) publishes Flood Insurance Rate Maps (FIRMs) that identify areas subject to flooding during different flood events, such as 100-year flood, which has a 1/100 or one percent chance of occurring in any given year; construction within the 100-year flood zones is restricted to avoid incident during flooding. The FIRM indicates that the City of Coachella is beyond the 100-year flood zone (City of Coachella 2035 General Plan Update Draft EIR, 2014). Refer to Exhibit 4.10-2: *Flood Hazards*.

Local

The proposed Project site is bordered by the CVSC to the west, which is managed by the CVWD, which along with the Riverside County Flood Control and Water Conservation District (RCFCWCD) manages regional drainage issues in the City and areas within the County's jurisdiction to the south of the site and Airport Boulevard (City of Coachella 2035 General Plan Update Draft EIR, 2014).

According to the WSA prepared for the Project, through a service boundary agreement between CVWD, the City of Coachella and the CWA, the City would be able to provide domestic water service to the proposed Project site. Since CWA's water infrastructure does not currently extend to the site or its vicinity, the proposed Project would need to tie into CWA's future water line that will run from the northwest along Grapefruit Boulevard (from the vicinity of Avenue 54) and will turn east to run under the CVSC and tie into the site on its west side. As such, pursuant to an agreement between the City and CVWD, CVWD will be serving the Project through its domestic water system on a temporary basis until such time that the CWA water line is constructed. However, the water availability determinations for both CWA and CVWD are based on the same groundwater management documents; therefore, the temporary provision of water by CVWD does not change any of the conclusions of the WSA that was prepared for the Project.

Regional Hydrology

Coachella Business Park Development

Exhibit

4.10-1

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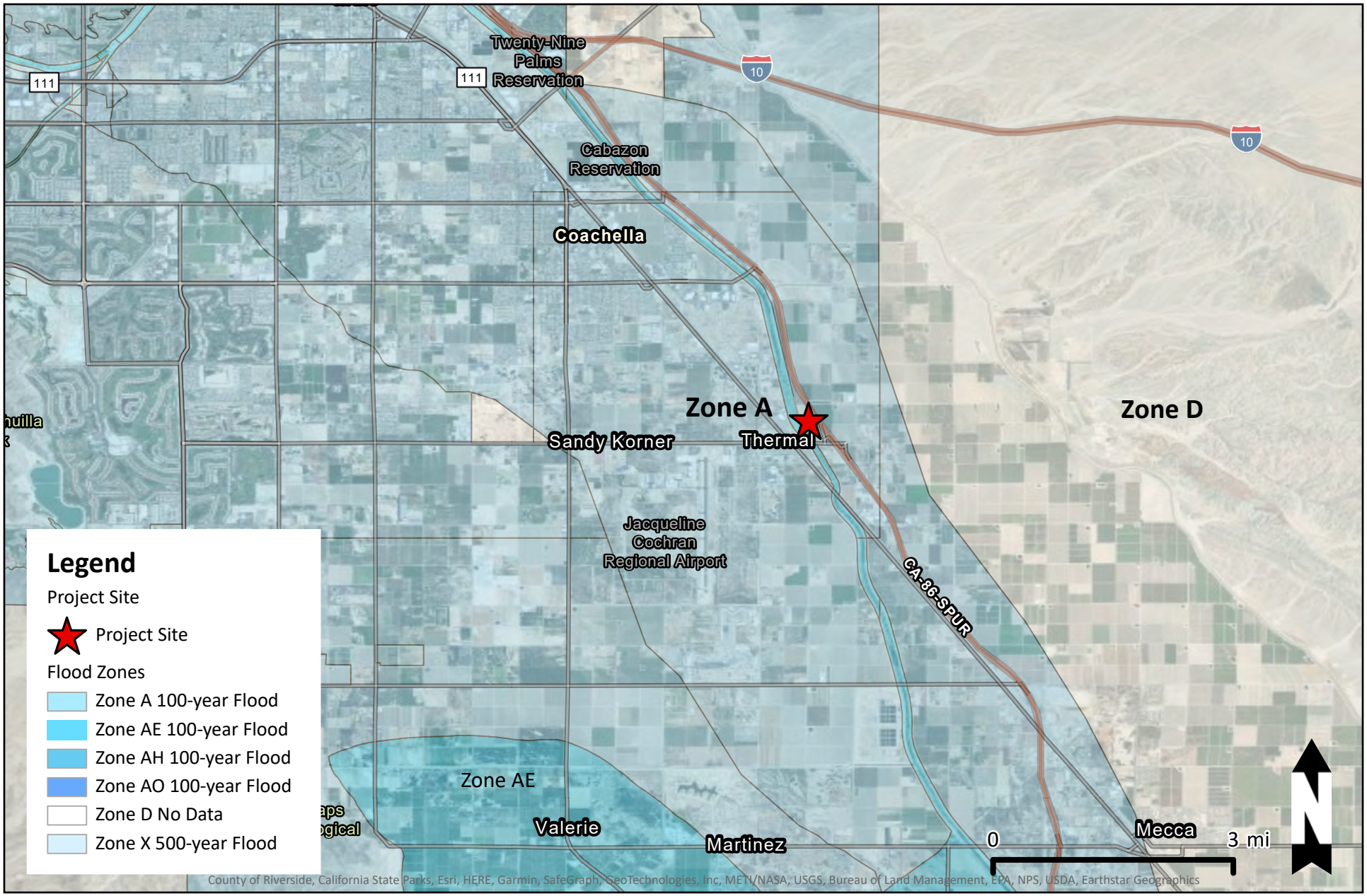

Flood Hazards

Coachella Business Park Development

Exhibit

4.10-2

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Groundwater and Floodplain Zones

Groundwater is the major source of potable water for the region and will be the source of water provided to the proposed Project by the City. As further discussed below in Section 4.10.2, *Regulatory Framework*, the enactment of the Sustainable Groundwater Management Act (SGMA) in 2014, created a framework for sustainable, local groundwater management for the first time in California history. DWR evaluated and prioritized 515 groundwater basins, with 94 of these designated as high- or medium-priority basins, requiring them to be sustainably managed within 20 years. SGMA required local authorities to form local Groundwater Sustainability Agencies (GSAs) by June 30, 2017, to evaluate conditions in their local groundwater basins and adopt locally-based Groundwater Sustainability Plans (GSPs), or Alternatives to a GSP (Alternative Plans), tailored to their regional economic and environmental needs.

As defined by DWR, the subbasins of the Coachella Valley Groundwater Basin are the Indio, Mission Creek, San Gorgonio Pass, and Desert Hot Springs Subbasins. CWA produces all of its water supplies from the Indio Subbasin, specifically the East Whitewater River Subbasin. The Project is located within the Indio Subbasin, which has been designated as a medium-priority groundwater basin by DWR under SGMA.

According to the applicable FEMA FIRM, the Project site is located within the Zone AE floodplain designation, which is considered to be a Special Flood Hazard Area (areas with a one (1) percent chance of annual flood and over a 25 percent chance of flooding over a 30 year period) (FEMA FIRM Number 06065C2270H. Panel 2270 of 3805; accessed November 2023). As of the date of this DEIR and as discussed in the *Hydrology Study*, CVWD has completed channel lining improvements that would remove the entirety of the Project site from the floodplain and is working with FEMA to change the status from "Flood Zone" to "Non-flood Zone" through the approval of a Letter of Map Revision (LOMR) (it is anticipated that this approval would occur within 12 to 18 months from the date of this DEIR). CVWD will conduct a Flood Development Review of the Project development on behalf of FEMA before Final Engineering drawings are submitted to the City for first review to confirm that the Project design protects the development from off-site flows. Specifically, the proposed Project would be developed in a manner that protects the site from off-site flows under existing conditions by establishing elevated grades along affected portions of the Project perimeter. Modeling of off-site flows affecting the Project site under existing and proposed conditions will be submitted to CVWD for review based on the Flood Development Review requirements listed in the CVWD Development Design Guidelines.

Stormwater and Drainage

The Project's proposed stormwater and drainage improvements have been designed in accordance with FEMA and City requirements. According to the Project's Hydrology Study and as shown in Exhibit 4.10-3, *Preliminary WQMP and Hydrology*, the proposed Project site would be separated into three main subareas and storm water collection system boundaries as follows: 1) the majority of the site is serviced by a series of drain inlets, gutters and swales where runoff can be collected and conveyed in an underground storm drain system toward permanent retention basins located along the western side of the site; 2) a smaller portion of the Project located at the northerly interior of the site will drain its surface runoff toward an interim retention basin; and 3) a portion of the site's eastern portion would flow to a single retention basin adjacent to the project boundary (during construction and operations). Due to the need to retain all stormwater runoff onsite (including the 100-year flood), the permanent planned western boundary retention basins are not sufficient to retain all of the needed stormwater capacity. In order to retain all of the on-site flows, an interim detention basin has been planned for the Large Warehouse #4 (LW #4) site. CVWD has already completed improvements to the adjacent channel, and has submitted for a Letter of Map Revision (LOMR) from FEMA, which is anticipated to be approved in the coming years. Once the LOMR is approved, the site will no longer be required to retain all on-site flows from a 100-year flood event. Therefore, once the LOMR is approved, the interim basin will no longer be required, and the LW-4 site can then be developed.

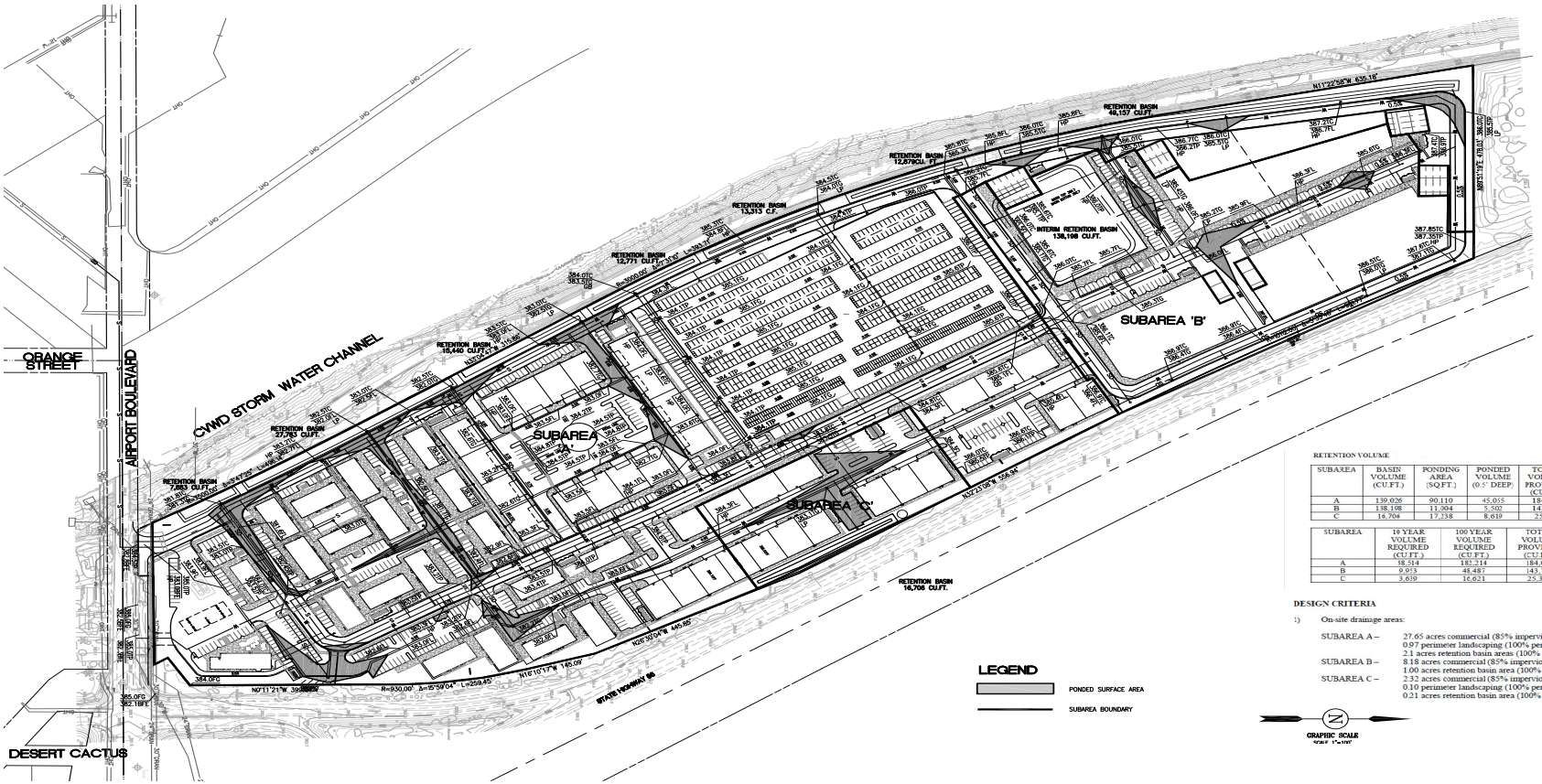
As shown in Exhibit 4.10-3, the site would feature several depressed loading docks (0.16 acres) for the proposed warehouse buildings on the northern portion of the site. These loading docks would be constructed to drain into underground storage facilities, which would be connected to the site's proposed storm drain retention system. The geotechnical and soils report prepared for the proposed Project concluded that underground infiltration systems are not recommended for the site due to relatively high groundwater levels. However, an automatic pumping system would be included to convey water from the underground storage facilities to the storm drain system. The location of the underground storage system serving the loading docks are shown on Exhibit 4.10-3; the final loading dock design will be completed during the Final Engineering phase.

The on-site retention basins would be designed and sized to retain the entire storm volume generated on-site during the 100-year storm event with only shallow ponding on-site. Any on-site ponding occurs by overflowing of the on-site storm drain collection system connected to on-site basins. As surface water subsides in the on-site retention basins, ponded surface water would be evacuated by infiltration within the basins. In the event of emergency flooding conditions in the City or this portion of the County, the proposed Project site's drainage system and lines would be designed in accordance with City requirements such that flows exceeding the capacity of the on-site collection system would overflow at the southeasterly end of the site toward the SR 86 right-of-way and flows would then proceed to the CVSC, ending ultimately at its terminus at the Salton Sea (Appendix G2: Preliminary WQMP).

Seiche and Tsunami

A tsunami is a large tidal wave generated by an earthquake, landslide, or volcanic eruption. According to the City's General Plan and associated EIR, neither the City nor the proposed site are within a mapped tsunami inundation area. Therefore, the site would not be subject to flooding from a tsunami.

Seiches are waves that oscillate in enclosed water bodies, such as reservoirs, lakes, ponds, swimming pools, or semi-enclosed bodies of water. The City does not contain any open reservoirs. Semi-enclosed bodies of water, such as the Salton Sea, could result in seiches due to earthquakes. However, since the City and the proposed Project site are located approximately 10.5 miles to the northwest of the Salton Sea, and are not within close proximity of any other large water bodies, the Project is not at risk of seiches resulting from earthquakes.



RETENTION VOLUME

SUBAREA	BASIN VOLUME (CU.FT.)	PONDING AREA (SQ.FT.)	PONDED VOLUME (0.5' DEEP)	TOTAL VOLUME PROVIDED (CU.FT.)
A	139,026	90,110	45,055	184,081
B	138,108	11,004	5,502	143,700
C	16,706	17,238	8,619	25,325

SUBAREA	10 YEAR VOLUME REQUIRED (CU.FT.)	100 YEAR VOLUME REQUIRED (CU.FT.)	TOTAL VOLUME PROVIDED (CU.FT.)
A	18,514	181,214	184,081
B	9,953	48,487	143,700
C	3,639	16,621	25,325

DESIGN CRITERIA

1) On-site drainage areas:

SUBAREA A – 27.65 acres commercial (85% impervious)
0.97 perimeter landscaping (100% pervious)
2.1 acres retention basin areas (100% impervious)

SUBAREA B – 8.18 acres commercial (85% impervious)
1.00 acres retention basin area (100% impervious)

SUBAREA C – 2.32 acres commercial (85% impervious)
0.10 perimeter landscaping (100% pervious)
0.21 acres retention basin area (100% impervious)

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4.10.2 REGULATORY FRAMEWORK

Federal

Clean Water Act

The Clean Water Act of 1972, is the primary federal law that regulates the quality of the nation's surface waters. Several provisions, including Sections 303(c)(2)(B), 303(d), 401, 402(p), 404, and the Toxics Rule specifically protect water quality. Under the Clean Water Act, the US Environmental Protection Agency (USEPA) sets national standards and effluent limitations and delegates many regulatory responsibilities to the California State Water Resources Control Board (SWRCB). The Clean Water Act established the National Pollutant Discharge Elimination System permit to regulate all discharges into the nation's waters. Section 303(d) requires states to develop and submit to the USEPA for approval a list of all water bodies that do not meet water quality standards, establish priority rankings for waters on the list, and develop Total Maximum Daily Loads (TMDLs) or an action plan to improve water quality, to be submitted every two years to the USEPA.

Clean Water Act Section 401

Under Section 401 of the Clean Water Act, the USEPA can approve State agencies to be the authority implementing the Acts' provisions in that State, including implementation of Sections 303 and 402 (see below). The SWRCB is the USEPA-designated authority in California and delegates regional authority to the nine Regional Water Quality Control Boards (RWQCB), which in turn have regulatory authority over actions in waters of the U.S. and Waters of the State of California through the issuance of water quality certifications, which are issued in conjunction with any federal permit (e.g., permits issued by the US Army Corps of Engineers (USACE) under Section 404 of the Clean Water Act, described below). In effect, this section requires the issuance of certification by a RWQCB as a condition of issuance of such federal permits and provides that projects for which the State does not issue water quality certification cannot obtain other federal permits.

Clean Water Act Section 402 and the National Pollutant Discharge Elimination System

In 1987, amendments to the Clean Water Act added Section 402, which established the National Pollutant Discharge Elimination System (NPDES) program. This is a framework to protect water quality by regulating industrial, municipal, and construction-related sources of pollutant discharges to waters. In accordance with Section 402, the Clean Water Act prohibits discharges of stormwater from construction projects unless the discharge is in compliance with an NPDES permit. Implementation of the NPDES is delegated to local jurisdictions.

Safe Drinking Water Act

The Safe Drinking Water Act (SDWA), administered by the USEPA in coordination with the states, is the main federal law that ensures the quality of drinking water. Under the SDWA, the EPA sets standards for drinking water quality and oversees the states, localities, and water suppliers who implement those standards. The Department of Public Health administers the regulations contained in the SDWA in the State of California.

State

Senate Bill 610

On January 1, 2002, Senate Bill 610 (SB 610) was enacted and codified in California Water Code (CWC) Section 10910 et seq., requiring the preparation of a Water Supply Assessment (WSA) for certain new development projects to determine whether the public water system's (PWS) total projected water supplies available during normal, single-dry, and multiple dry water years during a 20-year projection will meet the projected water demand

associated with the proposed project, in addition to the PWS's existing and planned future uses, including agricultural and manufacturing uses" (Water Code section 10910(c)(3)).”

CWC Section 10912 defines a "project" as any of the following:

- A proposed residential development of more than 500 dwelling units;
- A proposed shopping center or business establishment employing more than 1,000 persons or having more than 500,000 square feet of floor space;
- A proposed commercial office building employing more than 1,000 persons or having more than 250,000 square feet of floor space;
- A proposed hotel or motel, or both, having more than 500 rooms;
- A proposed industrial, manufacturing, or processing plant, or industrial park, planned to house more than 1,000 persons, occupying more than 40 acres of land, or having more than 650,000 square feet of floor space;
- A mixed-use project that includes one or more of the projects specified in this subdivision; or
- A project that would demand an amount of water equivalent to, or greater than, the amount of water required by a 500 dwelling unit project (about 250 acre-feet per year).

The intent of SB 610 is to improve the link between information on water supply availability and certain land-use decisions made by cities and counties.

Senate Bill 221

SB 221 establishes the relationship between the WSA prepared for a project and project approval under the Subdivision Map Act (Government Code section 66410 et seq.). Pursuant to Government Code Section 66473.7, the PWS must provide a written verification of sufficient water supply prior to the approval of new residential subdivisions.

Senate Bill 1262

On January 1, 2017, Senate Bill 1262 (SB 1262) was enacted and amended CWC Section 10910, requiring that information regarding the SGMA be included in a WSA if the water supply for a proposed project includes groundwater from a basin that is not adjudicated and was designated medium- or high-priority by the California DWR.

Urban Water Management Planning Act

The Urban Water Management Planning Act (UWMPA) was established by Assembly Bill 797 (AB 797) on September 21, 1983, and passage of this law recognized that water is a limited resource and that efficient water use and conservation would be actively pursued throughout the State. The UWMPA requires that municipal water suppliers providing either directly or indirectly to more than 3,000 customers or supplying more the 3,000 acre-feet per year (AFY), prepare and adopt an Urban Water Management Plan (UWMP) every five years which defines their current and future water use, source of supply, source reliability, and existing conservation measures.

Sustainable Groundwater Management Act

In September 2014, Governor Brown signed three bills into law: Assembly Bill 1739, Senate Bill 1319, and Senate Bill 1168, which became collectively known as the SGMA, creating a framework for sustainable, local groundwater management for the first time in California history. DWR evaluated and prioritized 515 groundwater basins, and 94 of these groundwater basins were designated as high- or medium-priority basins, requiring them to be

sustainably managed within 20 years. SGMA required local authorities to form local Groundwater Sustainability Agencies (GSAs) by June 30, 2017, to evaluate conditions in their local groundwater basins and adopt locally-based Groundwater Sustainability Plans (GSPs), or Alternatives to a GSP (Alternative Plans), tailored to their regional economic and environmental needs.

As defined by DWR, the subbasins of the Coachella Valley Groundwater Basin are the Indio, Mission Creek, San Gorgonio Pass, and Desert Hot Springs Subbasins. CWA produces all of its water supplies from the Indio Subbasin, specifically the East Whitewater River Subbasin. The Project is located within the Indio Subbasin, which has been designated as a medium-priority groundwater basin by DWR under SGMA.

Porter-Cologne Water Quality Act, 1969

The Porter-Cologne Water Quality Control Act establishes the SWRCB and each RWQCB as the principal state agencies for coordinating and controlling water quality in California. Specifically, the Porter-Cologne Water Quality Control Act authorizes the SWRCB to adopt, review, and revise policies for all waters of the state (including both surface and groundwaters) and directs the RWQCBs to develop regional Basin Plans.

State Water Resources Control Board

The SWRCB was established through the California Porter Cologne Water Quality Act of 1969 and has the responsibility to protect water quality. The SWRCB sets statewide policies and regulations for the implementation of water quality control programs mandated by federal and state water quality statutes and regulations. The SWRCB and the nine regional boards protect water quality and allocate surface water rights in the State of California.

Regional Water Quality Control Board (RWQCB)

The RWQCB regulates stormwater quality under authorities of the Federal Clean Water Act and California's Porter-Cologne Water Quality Control Act. The RWQCB issues NPDES permits for dischargers of municipal and industrial stormwater runoff and operators of large construction sites.

In California, the NPDES program is administered by the SWRCB through the nine RWQCBs. The SWRCB has adopted an NPDES General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities (Construction General Permit) (Order 2009-0009, as amended by Orders 2010-0014-DWQ and 2012-006-DWQ). Compliance with the Construction General Permit is required for projects that result in more than one acre of ground disturbance. The Construction General Permit requires the landowner and/or contractor to file permit registration documents prior to commencing construction and pay a fee annually throughout the duration of construction. These documents include a notice of intent, risk assessment, site map, stormwater pollution prevention plan (SWPPP), and signed certification statement. The Construction General Permit specifies minimum Best Management Practice (BMP) requirements for stormwater control based on the risk level of the site. The SWPPP must include measures to ensure the following:

- All pollutants and their sources are controlled
- Non-stormwater discharges are identified and eliminated, controlled, or treated
- Site BMPs are effective and result in the reduction or elimination of pollutants in stormwater discharges and authorized non-stormwater discharges
- BMPs are installed to reduce or eliminate pollutants post-construction are completed and maintained

The Project would be subject to the NPDES Construction General Permit and would require development and implementation of a SWPPP for project construction.

California Department of Water Resources

The DWR is responsible for the management and regulation of water usage, including the delivery of water to two-thirds of California's population through the nation's largest state-built water development and conveyance system, the State Water Project. Working with other agencies and the public, DWR develops strategic goals, and near-term and long-term actions to conserve, manage, develop, and sustain California's watersheds, water resources, and management systems. DWR also works to prevent and respond to floods, droughts, and catastrophic events that would threaten public safety, water resources and management systems, the environment, and property.

Local

As discussed above, the CWA is responsible for supplying domestic water to the City and provides water related services for domestic water, wastewater collection and treatment, while the CVWD is responsible for recycled water, agricultural irrigation water, drainage management, imported water supply, regional stormwater management and flood control. Both agencies work together with other valley water providers to implement groundwater replenishment programs and water conservation.

Currently, all of CWA's urban potable water users are supplied using groundwater and runoff from the mountain ranges in the Coachella Valley. CWA is able to utilize imported water supplies from the SWP and the Colorado River, as well as recycled water from water reclamation plants for non-potable uses and to replenish the aquifer. Recycled water is also used to offset the groundwater pumping of private well owners (mainly for golf course and landscape irrigation).

According to the WSA prepared for the Project, through a service boundary agreement between CVWD, the City of Coachella and the CWA, the City would be able to provide domestic water service to the proposed Project site. Since CWA's water infrastructure does not currently extend to the site or its vicinity, the proposed Project will need to tie into its future water line that will run from the northwest along Grapefruit Boulevard. (from the vicinity of Avenue 54) and will turn east to run under the CVSC (Whitewater Flood Channel) and tie into the site on its west side.

Several agencies provide sewer service in and near the City of Coachella including the Valley Sanitary District (VSD), CVWD, and the Thermal Sanitary District (TSD). The City's 2035 General Plan Update EIR estimates the City's Coachella Sanitary District's wastewater collection system includes approximately 340,000 linear feet of wastewater conveyance pipeline which is powered by two pump stations and conveyed to the City's Wastewater Treatment Plant (WWTP).

The Project site is within the City's sewer boundary but will be served by CVWD under the City's ongoing agreement with CVWD, until the City has lines available for the Project. The Project site does not currently have wastewater/sewer service and will need to tie into the existing infrastructure off-site at CVWDs existing line that is in the vicinity of Orange Avenue and Airport Boulevard. This line will be extended eastward over the CVSC (flood channel) under the Airport Boulevard bridge, and stubbed to the southwest corner of the proposed Project site, and all effluent will be treated at CVWD's Wastewater Treatment Plant #4. The Project will be conditioned to connect to the City's system when facilities are available in proximity to the site.

Coachella Water Authority Urban Water Management Plan

The CWA is required to prepare an Urban Water Management Plan (UWMP) every five years in response to the requirements of the UWMP Act and Water Conservation Act of 2009 (SBx7-7). CWA prepared and adopted its 2010 and 2015 UWMP to document its projected water demands and plans for delivering water supplies to its water service area during normal, single-dry, and multiple-dry years over a 20-year projection.

Regional Water Planning

Twenty years before the adoption of SGMA, CVWD began the development of the initial water management plan for the Coachella Valley in 1994 after recognizing the need to sustainably manage the Coachella Valley Groundwater Basin. The original planning document is the 2002 Coachella Valley Water Management Plan (CVWMP). The 2002 CVWMP was updated in 2010 and adopted in 2012.

CVWD, DWA, CWA, and IWA, are the Indio Subbasin GSAs designated by DWR for their respective service areas. On December 29, 2016, CVWD, DWA, CWA, and IWA collaboratively submitted the 2010 CVWMP Update as an Alternative Plan for the Indio Subbasin, with an associated Bridge Document and supporting documents, to DWR for review and evaluation. On July 17, 2019, DWR determined that the Alternative Plan for the Indio Subbasin satisfies the objectives of SGMA and notified the Indio Subbasin GSAs that the Alternative Plan was approved, and that they would be required to submit an assessment and update of the Alternative Plan pursuant to the SGMA by January 1, 2022, and every five years thereafter. The 2022 Alternative Plan Update for the Indio Subbasin was submitted to DWR on December 29, 2021.

On February 1, 2018, DWR notified all GSAs who submitted Alternative Plans that they would be required to submit annual reports pursuant to SGMA by April 1, 2018 and every year thereafter. CVWD, DWA, CWA, and IWA have collaboratively prepared and submitted the Indio Subbasin Annual Reports for Water Years 2016-2017 through 2020-2021.

The six urban water suppliers in the Coachella Valley (CWA, Coachella Valley Water District (CVWD), Desert Water Agency (DWA), Indio Water Authority (IWA), Mission Springs Water District (MSWD), and Myoma Dunes Mutual Water Company) collaboratively prepared the 2020 Coachella Valley Regional UWMP, including regional and individual agency content and other eight (8) necessary elements as set forth in DWR's 2020 UWMP Guidebook. The 2020 Coachella Valley Regional UWMP was submitted to DWR on July 1, 2021.

Groundwater Replenishment

California Water Code (CWC 31630-31639) provides CVWD with the authority to levy and collect water replenishment assessments to implement groundwater replenishment programs (GRPs) within its jurisdictional boundary. Groundwater replenishment is necessary to mitigate overdraft of the groundwater basin and associated undesirable results. The jurisdictional areas that benefit from the GRPs, and where CVWD levies replenishment assessments on groundwater production, are termed Areas of Benefit (AOBs). There are three AOBs within CVWD's boundary: the Mission Creek Subbasin AOB, the West Whitewater River Subbasin AOB, and the East Whitewater River Subbasin AOB. The GRP for the West Whitewater River Subbasin AOB was formed in 1976, the GRP for the Mission Creek Subbasin AOB was formed in 2003, and the GRP for the East Whitewater River Subbasin AOB was formed in 2004. The Project is located within the East Whitewater River Subbasin AOB.

Annual Engineer's Reports

CVWD is required to prepare and present to its Board of Directors annually an Engineer's Report on Water Supply and Replenishment Assessment on the conditions of the groundwater supplies and recommend Replenishment

Assessment Charges (RACs) to be levied upon groundwater production greater than 25 AFY within each AOB in accordance with SWC 31630-31639. The Engineer's Report must include the following information: a summary of the conditions of groundwater supplies; the need for replenishment; a description of the replenishment programs, including the source and amount of replenishment waters, the costs associated with the GRP, the areas directly and indirectly benefited by the GRP, and the amount of groundwater produced in each area during the prior year; and a recommendation for the RAC to be levied on each AOB. The 2024-2025 Engineer's Report on Water Supply and Replenishment Assessment was prepared and presented to CVWD's Board of Directors on April 23, 2024.

City of Coachella 2035 General Plan Update

The City of Coachella 2035 General Plan Update contains the following goals and policies related to hydrology and water quality in the City:

Infrastructure + Public Services Element

Policy 1.1 Provision of service. Continue to provide and maintain adequate water, wastewater and stormwater drainage utility services to areas currently receiving these services from the City. Shall provide and maintain adequate water, wastewater, and stormwater drainage utility services to areas in the City that do not currently receive these services upon funding and construction of the infrastructure necessary to provide these services.

Policy 1.2 Service standards. Establish and maintain service standards for water, wastewater, stormwater drainage and solid waste services.

Goal 2. Water Supply Facilities. Water supply facilities that meet future growth within the city and ensure a high-quality and reliable supply of water to current and future residents.

Policy 2.13 Water-efficient landscaping. Require the use of water-efficient landscaping in all new development.

Goals 4. Stormwater Capacity. Sufficient stormwater drainage facilities and services that are environmentally sensitive, accommodate growth and protect residents and property.

Policy 4.2 New stormwater facilities. Ensure all new drainage facilities are adequately sized and constructed to accommodate stormwater runoff in urbanized areas.

Policy 4.4 Fair-share costs. Require new development fund fair-share costs associated with the provision of stormwater drainage to ensure all development has adequate stormwater drainage protection.

Policy 4.5 New development. Require the preparation of drainage studies that evaluate adherence to City stormwater design requirements and incorporate measures to prevent on- or off-site flooding with all new development applications.

Policy 4.6 Stormwater Pollution Prevention. Cooperate in regional programs to implement the National Pollutant Discharge Elimination System program.

Policy 4.7 Stormdrain monitoring. Routinely monitor and evaluate the effectiveness of the storm drain system and make adjustments as needed.

Policy 4.9 Property dedication. Require the dedication of real property and improvements of that property when new stormwater drainage facilities are required to serve a development.

Sustainability + Natural Environment Element

Policy 3.1 Conservation performance targets – new construction. Require new construction to exceed the state's Green Building Code for water conservation by an additional 10 percent.

Policy 3.2 Water conservation technologies. Advocate and promote indoor and outdoor water conservation and reuse practices including water recycling, grey water re-use and rainwater harvesting.

Policy 3.3 Greywater. Support the use of greywater and establish criteria and standards to permit the safe and effective use of greywater (also known as on-site water recycling).

Policy 3.4 Low impact development. Require the use of low-impact development strategies to minimize urban run-off, increase site infiltration, manage stormwater and recharge groundwater supplies.

Policy 3.5 Recycled water. Use impact fees to set up tertiary water treatment infrastructure to use recycled water for "non-potable" uses.

Policy 3.7 Landscape design. Encourage the reduction of landscaping water consumption through plant selection and irrigation technology.

Policy 3.8 Groundwater infiltration. Encourage the use of above-ground and natural stormwater facilities in new development and redevelopment, such as grassy or vegetated swales, permeable paving and rain gardens.

Policy 3.10 Retention Basins. Encourage storm water retention basins to be underground in future development so as to achieve the most efficient use of land and compact development and promote the urban character goals of the General Plan.

Policy 7.1 Pollution prevention. Limit the amount and concentration of pollutants released into the City's waterways.

Policy 7.2 Development impacts. When considering development applications, require consideration of onsite detainment of stormwater runoff and require the incorporation of appropriate stormwater treatment and control measures, in accordance with the most recent NPDES permit requirements.

4.10.3 IMPACT ANALYSIS

Thresholds of Significance

The impact analysis provided below is based on the following Sate CEQA Guidelines Appendix G thresholds of significance. Impacts on hydrology and water quality are considered to be significant if implementation of the Project would:

- Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality;
- Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin;
- Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:
  i) result in a substantial erosion or siltation on- or off-site;

ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;
iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or,
iv) impede or redirect flood flows.

- In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation; or
- Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

Methodology

The analysis draws from a variety of sources of information. Evaluation of potential hydrology impacts of the proposed Project was based on information from the City of Coachella 2035 General Plan Update Draft EIR 2014 and the hydrology technical studies described in Section 4.10.1, *Setting*, above. For impacts, the analysis relies on standards established by applicable agencies like FEMA and local agencies like the City.

Impacts

Impact 4.10.1 The proposed Project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality (Less than Significant Impact).

Construction Impacts

Construction clearing and grubbing activities associated with the proposed Project have the potential to impact water quality through soil erosion and increase in the amount of silt and debris carried in runoff on and around the site. Additionally, the use of construction materials, such as fuels, solvents, and paints may present a risk to surface water quality in the City and neighboring Riverside County to the south. Finally, the refueling and parking of construction vehicles and other equipment onsite during construction may result in oil, grease, or related pollutant leaks and spills that may discharge into the City's existing public storm drainage facilities (i.e., storm drains, channels, basins, etc.), as identified in the City's Master Stormwater Plan (dated January 2021).

Waste discharge impacts could result in increased erosion and sedimentation to surface waters during Project construction. If precautions are not taken to contain contaminants, construction could produce contaminated stormwater runoff (nonpoint source pollution), a contributor to the degradation of water quality. To minimize the Project's waste discharge impacts, the proposed Project would be required to comply with all State, County, and local regulations regarding stormwater runoff during construction of the development. Pursuant to the requirements of the Colorado River RWQCB, the Project Applicant would be required to obtain an NPDES Municipal Storm Water Permit (MS4) for construction activities. The NPDES permit is required for all projects that include construction activities, such as clearing, soil stockpiling, grading, and/or excavation that disturb at least one acre of total land area. In addition, the Project would be required to comply with the Colorado River RWQCB's Basin Plan. Compliance with the NPDES Permit and the Basin Plan involves the preparation and implementation of a SWPPP for construction-related activities, including grading. A SWPPP requires the incorporation of BMPs to control sediment, erosion, and hazardous materials contamination of runoff during project construction, and to prevent contaminants from reaching receiving water bodies such as the CVSC. BMPs in the SWPPP include such measures as silt fencing, storm drain inlet protection, erosion control, linear sediment barriers, proper waste management, and proper material storage. During the period of construction, the proposed Project will also be required to comply with air quality standards that support water quality protection by requiring soil stabilization and fugitive dust control practices such as watering during construction. Other construction level BMPs may

include picking up trash and debris, maintaining equipment, and training site staff on erosion and sediment control practices. Since the proposed Project would be required to comply with all applicable water quality standards and waste discharge requirements, particularly during construction of the various phases of the proposed Project, construction related impacts to water quality would be less than significant.

Operational Impacts

Operation of the proposed Project could also result in urban runoff with a variety of contaminants that could impact water quality at the site and for the surrounding uses within the City. Runoff from buildings and parking lots typically contains oils, grease, fuel, antifreeze, by-products of combustion (such as lead, cadmium, nickel, and other metals), as well as fertilizers, herbicides, pesticides, and other pollutants. Precipitation at the beginning of the rainy season may result in an initial stormwater runoff (first flush) with high pollutant concentrations. The WQMP (Appendix G2) presents a number of non-structural and structural BMPs to be implemented under proposed Project operations, including:

Non-structural Source Control Measures:

- Education for property owners, operators, tenants, occupants or employees
- Activity restrictions (e.g., to eliminate storm water contamination by oil and grease, service or repair of all vehicles will be restricted to designated areas only)
- Regular irrigation system and landscape maintenance
- Common area litter control
- Sweeping private streets and parking lots
- Inspection and maintenance of drainage facilities

Structural Source Control Measures:

- Storm drain inlet stenciling and signage
- Landscape and irrigation system design
- Fueling areas
- Trash storage areas
- Loading docks

Pursuant to the WQMP and as discussed in Section 4.10.1, the proposed Project would be required to collect and store 100 percent of the runoff generated during a 100-year storm event on-site per City of Coachella drainage standards. The storm drain system will be privately operated and maintained during the life of the Project per a project-specific Final WQMP, which will include copies of Covenants, Conditions, and Restrictions (CC&Rs), BMP Maintenance Agreement, and/or other mechanisms used to ensure the ongoing operation, maintenance, funding, transfer and implementation of the project-specific WQMP requirements. Operational water quality impacts therefore would be less than significant.

Mitigation Measures

No mitigation is required.

Impact 4.10.2 The proposed Project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin (Less than Significant Impact).

Construction Impacts

The proposed Project would generate demand for water resources for concrete, dust control, hydro-consolidation of soils, haul truck cleaning, and related construction activities. However, construction-related activities associated with the construction of the Project are not anticipated to have a significant impact on groundwater supplies because construction would be short-term and does not consist of water-intensive activities that could, ultimately, draw-down supplies of groundwater. Water for construction activities would be transported to the site via water trucks. Therefore, construction impacts relative to groundwater supplies would be less than significant.

Operational Impacts

Buildout of the proposed Project site has the potential to lead to an increased demand for water, which could impact groundwater supplies. The WSA that was prepared for the Project provides an assessment and verification of the availability of sufficient water supplies during normal, single-dry, and multiple-dry years over a 20-year projection to meet the projected demands of the Project, in addition to existing and planned future water demands of CWA, as required by Senate Bill 610 (SB 610), SB 221, and SB 1262. The applicable and most current UWMP is the 2020 Coachella Valley Regional UWMP, from which water supply and demand data is provided below.

CWA Existing Supply and Demand

The jurisdictional service areas of the six participating agencies in the Coachella Valley Regional UWMP include:

- Coachella Valley Water District (CVWD)
- Coachella Water Authority (CWA)
- Desert Water Agency (DWA)
- Indio Water Authority (IWA)
- Mission Springs Water District (MSWD)
- Myoma Dunes Mutual Water Company (MDMWC)

The Coachella Valley Groundwater Basin is used by all six agencies as their primary source of supply for meeting municipal water demands (water used for typical household, business, and local government use). The basin provides storage to help meet demand even in dry years. In a typical year, groundwater pumping is more than the amount of local rain and mountain snowmelt.

The two largest subbasins in the Coachella Valley Groundwater Basin used to meet municipal water demands are the Indio Subbasin and the Mission Creek Subbasin. Subbasins are portions of a larger groundwater basin – usually separated by faults. In both of these subbasins, water agencies are developing updated plans to address long-term sustainable management of the groundwater basin. These plans were approved by DWR to meet planning requirements of the SGMA and are called the Alternative Plans. While the UWMP is focused on water used for municipal supply, the Alternative Plans address all water use in the Valley, including golf course and agricultural irrigation. In addition to groundwater, some of the water providers use local stream water, and some have recycled water systems to provide highly treated wastewater for irrigation. Imported water is used for groundwater replenishment and meeting non-urban demands.

As discussed above, water would be supplied to the Project site by CWA. In 2020, CWA had 8,935 municipal connections and supplied a total volume of 7,216 AFY of water. CWA has one principal source of water supply, which is groundwater from the Indio Subbasin produced from CWA owned and operated wells. CWA's distribution system network consists of approximately 120 miles of pipeline. There are currently six wells within the City's distribution system. The total pumping capacity of active wells is approximately 11,400 gallons per minute (gpm) or 16.5 million gallons per day (MGD). There are three storage reservoirs within the City, the 1.5 million gallon (MG) Dillion Road Reservoir, the 3.6 MG Mecca Reservoir, and the 5.4 MG Well 18 Reservoir. CWA has a total reservoir storage capacity of approximately 10.5 MG; of which, approximately 1.5 MG lies within the 150 Zone. CWA operates two booster pumping stations, the Mecca Reservoir booster pump station (Well 12 Booster) and the Well 18 Reservoir booster pump station (Well 18 Booster). The Well 12 Booster supplies the Low Zone and takes suction from the Mecca Reservoir, and the Well 18 Booster supplies both the 150 Zone and Low Zone, and takes suction from the Well 18 Reservoir.

Currently, CWA does not produce or use recycled water or raw water in its service area; however, the City is considering a recycled water system in the future. It should be noted that raw water, via the Coachella Canal, is used within the City limits, but by the agricultural community and not as a part of the CWA domestic water system. Per CVWD Ordinance No. 1428, CWA has the opportunity to receive canal water for additional potable water supply when available. As the water becomes available, CWA may work with CVWD to pursue those opportunities to supplement its water portfolio.

The following tables from the 2020 UWMP provide CWA's projected water supplies and demands. Potable water demand projections for the CWA service area are summarized in Table 4.10-1, *CWA Actual Demands for Water (AFY*). The projected demands are shown in Table 4.10-2, *CWA Projected Retail Demands for Water (AFY)*. The demand projections in Table 4.10-2 are for future municipal demands within CWA's jurisdictional boundary.

Table 4.10-1: CWA Actual Demands for Water (AFY)

Use Type	Additional Description	Actual Water Use (AF)				
		2016	2017	2018	2019	2020
Single Family		4,236	3,855	4,022	3,860	4,283
Multi-Family		174	125	704	609	693
Commercial/Institutional		967	807	723	755	779
Industrial		6	16	-	-	-
Landscape		698	1,106	583	1,065	1,087
Other		37	118	12	97	62
Other	Non-Revenue	119	790	1,092	417	312
TOTAL		**6,237**	**6,817**	**7,136**	**6,803**	**7,216**
Source: Coachella Valley Regional UWMP. June 30, 2021. Table 5-6.						

Table 4.10-2: CWA Projected Retail Demands for Water (AFY)

Use Type	Additional Description	Actual Water Use (AF)				
		2025	2030	2035	2040	2045
Single Family		7,072	8,364	9,575	10,840	11,785
Multi-Family		1,005	1,189	1,422	1,799	2,342
Commercial/Industrial/ Institutional		1,181	1,370	1,558	1,674	1,790
Landscape		935	1,096	1,257	1,449	1,641
Other		22	26	31	36	41
Losses		654	774	888	1,021	1,147
TOTAL		**10,869**	**12,819**	**14,731**	**16,819**	**18,746**
Source: Coachella Valley Regional UWMP. June 30, 2021. Table 5-7.						

The following tables derived from the UWMP provide CWA's projected water supplies and demands in a normal year, single dry year, and multiple dry years. As discussed previously, CWA relies on one source, groundwater, to meet demand. CWA's ability to meet demands during these type of year scenarios is determined by an analysis of the available water supplies within CWA's water service area in each scenario. Considering the groundwater basin management efforts presented throughout the UWMP, the historical groundwater supply availability during these scenarios is assumed to be fully reliable and an accurate assumption for future reliability. Supplies and demands for the average year are summarized in Table 4.10-3, *CWA Normal Year Supply and Demand Comparison*.

Table 4.10-3: CWA Normal Year Supply and Demand Comparison

	2025	2030	2035	2040	2045
Supply Totals (AFY)	10,869	12,819	14,731	16,819	18,746
Demand Totals (AFY)	10,869	12,819	14,731	16,819	18,746
Difference (AF)	**0**	**0**	**0**	**0**	**0**
Source: Coachella Valley Regional UWMP. June 30, 2021. Table 5-19.					
Notes: The RUWMP participating agencies collaborate on groundwater management plans for long-term sustainability. During a normal year, single-dry year, or five-dry year period, the agencies could produce additional groundwater if demands exceeded the estimates shown here.					

Urban water supplies during the single dry year are fully reliable. Thus, the supply and demand comparison for the single dry year, shown in Table 4.10-4, *CWA Single Dry Year Supply and Demand Comparison*, is the same as the average year.

Table 4.10-4: CWA Single Dry Year Supply and Demand Comparison

	2025	2030	2035	2040	2045
Supply Totals (AFY)	10,869	12,819	14,731	16,819	18,746
Demand Totals (AFY)	10,869	12,819	14,731	16,819	18,746
Difference (AF)	**0**	**0**	**0**	**0**	**0**

Source: Coachella Valley Regional UWMP. June 30, 2021. Table 5-20.

Notes: The RUWMP participating agencies collaborate on groundwater management plans for long-term sustainability. During a normal year, single-dry year, or five-dry year period, the agencies could produce additional groundwater if demands exceeded the estimates shown here.

Similar to the single dry year, the multiple dry year urban water supply reliability is 100 percent. Table 4.10-5, *CWA Multiple Dry Years Supply and Demand Comparison*, summarizes the multiple dry year supply and demand comparison.

Table 4.10-5: CWA Multiple Dry Years Supply and Demand Comparison

		2025	2030	2035	2040	2045
First Year	**Supply Totals (AFY)**	10,869	12,819	14,731	16,819	18,746
	Demand Totals (AFY)	10,869	12,819	14,731	16,819	18,746
	Difference (AF)	**0**	**0**	**0**	**0**	**0**
Second Year	**Supply Totals (AFY)**	10,869	12,819	14,731	16,819	18,746
	Demand Totals (AFY)	10,869	12,819	14,731	16,819	18,746
	Difference (AF)	**0**	**0**	**0**	**0**	**0**
Third Year	**Supply Totals (AFY)**	10,869	12,819	14,731	16,819	18,746
	Demand Totals (AFY)	10,869	12,819	14,731	16,819	18,746
	Difference (AF)	**0**	**0**	**0**	**0**	**0**
Fourth Year	**Supply Totals (AFY)**	10,869	12,819	14,731	16,819	18,746
	Demand Totals (AFY)	10,869	12,819	14,731	16,819	18,746
	Difference (AF)	**0**	**0**	**0**	**0**	**0**
Fifth Year	**Supply Totals (AFY)**	10,869	12,819	14,731	16,819	18,746
	Demand Totals (AFY)	10,869	12,819	14,731	16,819	18,746
	Difference (AF)	**0**	**0**	**0**	**0**	**0**

Source: Coachella Valley Regional UWMP. June 30, 2021. Table 5-21.

Notes: The RUWMP participating agencies collaborate on groundwater management plans for long-term sustainability. During a normal year, single-dry year, or five-dry year period, the agencies could produce additional groundwater if demands exceeded the estimates shown here.

Project Water Demand

As discussed in the WSA prepared for the Project, total projected water demand for the Project is 151.94 AFY, or 3.17 acre-feet per acre, as shown in Table 4.10-6, *Projected Total Water Demand for the Project*. CWA's long-term water management planning ensures that adequate water supplies are available to meet existing and future water needs within its service area. As stated in Table 4.10-1, CWA's current urban water demand is 7,216 AFY for 2020. The projected urban water demand for 2040 is 16,819 AFY. This Project's water demand of 151.94 AFY accounts for approximately 0.9 percent of the difference between current municipal demands and planned demands of 16,819 AFY by 2040.

Table 4.10-6: Projected Total Water Demand for the Project

Planning Area	Land Area (Acres)	Indoor Commercial and Industrial Demand (AFY)	Outdoor Irrigation Demand (AFY)	Total Water Demand (AFY)
Large Warehouses (Non-cannabis) with Cooling Tower	4.60	14.54	1.31	15.85
Large Warehouses (Cannabis Cultivation) with Cooling Tower	4.60	99.30	1.31	100.62
Small Warehouses	4.60	4.42	1.31	5.73
Commercial/Retail Buildings	4.60	3.73	2.62	6.35
Personal Vehicle Storage	4.60	3.54	1.31	4.85
Self-Storage	6.30	5.92	1.80	7.72
Service Station/Mini Mart	0.06	0.79	0.02	0.80
Drive-Through Fast Food Restaurant	0.23	4.72	0.07	4.79
Imperial Irrigation District Substation	3.14	N/A	0.90	0.90
Open Space	2.50	N/A	0.71	0.71
Onsite Roads, Driveways and Parking Lots	12.73	N/A	3.63	3.63
Total	**47.96**	**136.95**	**14.99**	**151.94**

Source: MSA Consulting, Inc. *Water Supply Assessment for the Proposed Coachella Airport Business Park Project.* February 2024. Table 6-3.

Conclusion

As shown in the tables above, CWA's projected water supplies in a normal year, single dry year, and multiple dry years are fully reliable. As discussed in the 2020 UWMP, CWA intends to continue meeting its urban water demands with groundwater. Project development was accounted for in CWA's estimates of future water demands, because the estimates were derived from General Plan land use designations, and the Project is consistent with those designations. It should be noted that, to receive water service, the Project will be subject to an agreement with CWA, together with any and all applicable fees, charges, plans and specifications, conditions, and any and all other applicable CWA requirements in place and as amended from time to time.

In addition, the WSA has provided specific water conservation measures that the future tenants of the proposed project business park development would implement to ensure the most efficient use of water resources and to

meet and maintain the most recent UWMP goals throughout the life of the Project. The water conservation measures include the following:

- Native plant materials and other drought-tolerant plants will be used in all non-turf areas of Project landscaping. Large expanses of lawn and other water-intensive landscaped areas will be kept to the minimum necessary and consistent with the functional and aesthetic needs of the Project, while providing soil stability to resist erosion.
- In the event recycled water becomes available to the Project in the future, the potential use of tertiary treated water will be reviewed to determine feasibility of its use for on-site landscaped areas to reduce the use of groundwater for irrigation.
- The installation and maintenance of efficient on-site irrigation systems will minimize runoff and evaporation and maximize effective watering of plant roots. Drip irrigation and moisture detectors will be used to the greatest extent practicable to increase irrigation efficiency.
- The use of low-flush toilets and water-conserving faucets will be required in conformance with Section 17921.3 of the Health and Safety Code, Title 20, California Code of Regulations Section 1601(b), and applicable sections of Title 24 of the State Code.

Compliance with the above water conservation measures provided in the project-specific WSA, combined with CWA's ability to meet its future water demands as identified in the UWMP, would ensure that the Project does not substantially interfere with CWA's ability to provide water service within its service boundaries. Therefore, operation of the Project would have a less than significant impact on groundwater supply and recharge.

Mitigation Measures

No mitigation is required.

Impact 4.10.3 The proposed Project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would contribute to substantial on- or off-site erosion or siltation, a substantial increase in the rate or amount of runoff in a manner which would result in flooding on or off-site; create or contribute to surface runoff, or would impede or redirect water flows (Less than Significant Impact).

i. Result in substantial erosion or siltation on- or off-site

ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site

Construction and development under the proposed Project would require grading or soil exposure during construction. Proposed construction activities would involve the excavation and grading of the soil as well as clearing of all vegetation on site. During a storm event, soil erosion and sedimentation could occur at an accelerated rate due to construction related grading activities, which could in turn, result in water and soil run-off. If not controlled, the transport of these materials into local waterways could temporarily increase suspended sediment concentrations. However, any water run-off on site will be maintained on-site by the on-site retention basins. According to the City of Coachella requirements under SWPPP practices, construction BMPs such as silt fencing, storm drain inlet protection, erosion control, linear sediment barriers, proper waste management, and proper material storage, would be implemented at each construction phase of the proposed Project. Therefore, the Project would not result in substantial erosion or siltation on- or off-site. This impact would be less than significant.

As discussed in Section 4.10.1, no stormwater runoff would be released from the Project boundary under design conditions and the proposed Project would be required to collect and store 100 percent of the runoff generated during the 100-year storm event on-site per City drainage standards. The Project's proposed stormwater and drainage improvements have been designed in accordance with FEMA and City requirements. Therefore, the Project would not substantially increase the rate or amount of surface runoff in a manner which would result in on- or off-site flooding. This impact would be less than significant.

iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff

iv. Impede or redirect flood flows

As discussed in Section 4.10.1, the proposed Project would be required to collect and store 100 percent of the runoff generated during a 100-year storm event on-site per City of Coachella drainage standards. The Project's onsite retention design would satisfy the City's WQMP BMP requirement as 100 percent of the 100-year storm runoff is retained on-site and there is no discharge off-site. Therefore, the Project would not create or contribute runoff water which could exceed the capacity of existing or planned stormwater drainage systems, nor would the Project impede or redirect flood flows. This impact would be less than significant.

Mitigation Measures

No mitigation is required.

Impact 4.10.4 In flood hazard, tsunami, or seiche zones, the proposed Project would not risk the release of pollutants due to project inundation (No Impact)

Flood Zone

As discussed in Section 4.10.1, CVWD has completed channel lining improvements that would remove the entirety of the Project site from the floodplain. Therefore, the Project would not result in the risk of release of pollutants due to project inundation in a flood zone and impacts would be less than significant.

Tsunami

The proposed Project is situated approximately 79 miles to the east of California's coastline along the Pacific Ocean. Therefore, the risk of inundation by tsunami is considered negligible and there would be no impact.

Seiche Zone

The proposed Project is situated approximately 10.5 miles to the north of the Salton Sea, and as such, is not located near a large standing body of water. Therefore, the risk of inundation by seiche is considered negligible and there would be no impact.

Mitigation Measures

No mitigation is required.

Impact 4.10.5 The proposed Project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan (Less than Significant Impact).

As discussed above, the SGMA requires local public agencies and groundwater sustainability agencies in high- and medium-priority basins to develop and implement groundwater sustainability plans or prepare an alternative to a groundwater sustainability plan.

Based on a review of the California DWR SGMA Prioritization Dashboard website,[1] the Project site is located within the Coachella Valley-Indio Groundwater Basin, which is ranked as a "medium" priority basin. There are seven components which are given a score that determines the management priority of water supply for the basins: C1 population, C2 population growth, C3 public supply wells, C4 total wells, C5 irrigated acres, C6 groundwater supply, and C7 Impacts. The total score given to the Indio Subbasin is medium, 20 priority points. The threshold value for medium priority is greater than 14 points, a medium priority rating indicates that the water levels for the subbasin are adequate at this time to support water supplies. As discussed above, the projected determination of groundwater demand availability by 2045 that was determined in the Coachella Valley Regional UWMP was that single dry year, and multiple dry year urban water supply reliability is 100 percent, and the Project's water demand has been considered in future demand projections contained in the UWMP.

As such, the Project would not conflict with or obstruct implementation of a sustainable groundwater management plan and a less than significant impact would occur.

Mitigation Measures

No mitigation is required.

4.10.4 CUMULATIVE IMPACTS

Cumulative growth near the proposed Project site includes specific known development projects and general growth in the City and adjacent areas of unincorporated County of Riverside. The cumulative setting in relation to hydrology and water quality for the proposed Project is the City of Coachella. Cumulative impacts to hydrology and water quality generally occur as a result of incremental changes that degrade water quality. Cumulative impacts can also include individual projects which, taken together, adversely contribute to drainage flows or increase potential for flooding in a project area or watershed.

Future projects in the City would result in a cumulative increase in stormwater runoff that would drain into the existing stormwater drainage system in the City, which is identified in the City's Stormwater Master Plan (dated January 2021). As discussed above, the proposed Project would construct an onsite storm drain system that will retain 100 percent of the 100-year storm event. Similar to the proposed Project, future projects would be required to conduct environmental review and construct project-specific drainage features in accordance with the provisions of the City's Stormwater Master Plan.

[1] California Department of Water Resources SGMA website, accessed February 20, 2025, available at: SGMA Basin Prioritization Dashboard

Since the proposed Project would not have a significant impact on existing stormwater drainage facilities, the Project would not combine with other cumulative projects to result in significant impacts regarding stormwater drainage.

According to the City of Coachella General Plan EIR, General Plan buildout would contribute to increased hydrology and water quality impacts. However, impacts would be reduced to a less than significant level following compliance with General Plan policies and existing regulations. As discussed throughout this section, the Project would not involve a significant and unavoidable impact on hydrology and water quality following compliance with existing regulations. In addition, each future cumulative development project is subject to compliance with these same regulations and would be required to address site-specific hydrology and water quality issues to City standards through implementation of site-specific hydrologic and water quality evaluations. Cumulative development would be required to construct on- and off-site facilities capable of offsetting any identified cumulative impacts to drainage and flooding conditions and would be required to mitigate potential water quality impacts. Therefore, the proposed Project, in combination with cumulative projects, would have a less than significant cumulative impact on hydrology and water quality.

This section describes the existing land use conditions of the proposed Project site. It also addresses the regulatory framework that would govern the proposed Project and explains existing and proposed land uses, land use compatibility, and the Project's consistency with applicable land use plans, policies, and regulations. This section also identifies appropriate mitigation measures to lessen the identified impacts, where necessary and identifies the appropriate City of Coachella 2035 General Plan Update policies that reduce any identified impacts.

4.11.1 SETTING

Regional

The proposed Project is located in the City of Coachella within the County of Riverside. The County covers approximately 7,300 square miles (4,670,000 acres), of which roughly 10 percent consists of incorporated cities. Riverside County is surrounded by the counties of San Diego, Imperial, Orange and San Bernardino to the south, west and north, respectively. To the east, Riverside County abuts the County of La Paz, Arizona, where the Colorado River forms the border between the states of California and Arizona. At least 11 tribal councils are located within the County. The City of Coachella is located within the Coachella Valley region of Riverside County (County of Riverside; 2023).

Existing development within the County is typical of southern California counties, and includes residential, commercial, industrial, recreation and open space land uses with a mix of different intensity and character across the County. Developed portions of the County are located both east and west of the San Jacinto Mountains. The City of Coachella is located in the eastern portion of the County in the Coachella Valley region. It is estimated that the County has approximately 500 square miles of developed land (County of Riverside; 2023).

Local

The proposed Project is located in the southern portion of the City. The City includes approximately 45,300 acres, of which 18,530 acres are incorporated and the remainder are in the City's Sphere of Influence (SOI). Major land uses in the City include residential, commercial, industrial, office, educational, and agricultural uses, along with open space and undeveloped areas. The proposed Project site is located in the southern portion of the City's industrial area with a General Plan designation of Industrial (City of Coachella 2035 General Plan Update EIR; 2014). Land uses to the north of the site primarily consist of vacant lands and some industrial development while agricultural uses are situated to the east of the site. South of Airport Boulevard and to the south of the site are scattered single family homes, a mobile home park and vacant properties. Vacant areas and heavy industrial uses are situated to the west of the Project site. The City of Coachella 2035 General Plan Update designates land uses to the north, and east of the proposed Project site as Industrial, with a mix of Industrial and Public Facilities to the west of the site. Lands to the south of the Project site are located in unincorporated Riverside County and are designated as Commercial Retail and Medium Density Residential (Riverside County General Plan; 2021).

4.11.2 REGULATORY FRAMEWORK

Regional Regulations

Southern California Association of Governments (SCAG)

SCAG is the federally recognized metropolitan planning organization (MPO) for the region, which encompasses over 38,000 square miles and represents Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties. As a regional planning agency, SCAG offers a forum for addressing regional issues concerning transportation, economic growth, community development, and the environment. SCAG is also the regional clearinghouse for projects requiring environmental documentation under federal and State law. In this role, SCAG reviews proposed development and infrastructure projects to analyze their impacts on regional planning programs and offers comments on mitigation that will help to reduce environmental impacts. As the southern California region's MPO, SCAG cooperates with the South Coast Air Quality Management District, California Department of Transportation (Caltrans), and other agencies in preparing regional planning documents. SCAG has developed regional plans to achieve specific regional objectives.

Regional Transportation Plan/Sustainable Communities Strategy

AB 32, California's Global Warming Solutions Act of 2006, gave the California Air Resources Board (CARB) authority over sources of greenhouse gas emissions, including cars and light trucks. SB 375 was intended to help California achieve GHG reduction goals for cars and light trucks by changing land use patterns in tandem with regional and local transportation planning to generally reduce vehicle miles travelled (VMT) which, in turn, reduces GHG emissions. SB 375 required that the RTP include a Sustainable Communities Strategy (SCS) that demonstrates how the SCAG Region will meet its greenhouse gas (GHG) reduction CARB target. Therefore, there is a direct link between a local general plan being consistent with SCAG's 2020 RTP/SCS and GHG emission reduction.

SCAG's 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) is a long-range regional transportation and land use network plan that looks ahead 20 or more years and provides a vision of the region's future mobility and housing needs with economic, environmental, and public health goals. The RTP/SCS identifies major challenges as well as potential opportunities associated with growth, transportation finances, and pending transportation system deficiencies that could result from regional growth. The RTP/SCS charts a course for closely integrating land use and transportation so that the region can accommodate projected growth. It outlines more than $638 billion in transportation system investments through 2045.

SCAG adopted its current RTP/SCS, Connect SoCal 2020 in September 2020, which covers the 2020 to 2040 planning horizon. In June 2020, SCAG received approval of the transportation conformity determination for the 2020-2045 RTP/SCS (Connect SoCal) from the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). The agency is working on an update, Connect SoCal 2024, that will cover the 2024 to 2050 planning horizon. Further discussion and analysis of transportation policies are provided in Section 4.17, Transportation.

SCAG's 2020 RTP/SCS is the companion long-range transportation and sustainability plan to the RCP that provides a vision for the future of the regional multi-modal transportation system.

The SCAG RTP/SCS vision for 2045 includes more compact development and seamless public transit options, including expanded bus and rail service. In this vision, people live closer to work, school, shopping and other destinations. Neighborhoods are more walkable and safer for bicyclists. Southern California's vast

transportation network is preserved and maintained in a state of good repair, so that public tax dollars are not expended on costly repairs and extensive rehabilitation. Housing across the region is sufficient and affordable and meets forecasted demands of a growing population.

Local Regulations

City of Coachella 2035 General Plan Update

The City of Coachella 2035 General Plan Update contains the following goals and policies related to land use in the City:

Land Use + Community Character Element

Goal 1. Development Regulations. A land development and regulatory system that reinforces the City's desire to grow from a small town to a medium sized City in a sustainable and orderly manner.

- *Policy 1.1* City limits. Establish and maintain a City limit for Coachella that allows for a realistic amount of future growth.
- *Policy 1.6* General plan designations. Establish and maintain a system of General Plan designations that:
    - Provides flexibility for land developers to determine the best use of their land within the bounds of the vision for the subarea, particularly in undeveloped areas of the City.
    - Regulates the form and character of new development to ensure the development that does occur is complete with a diversity of uses so residents don't have to drive long distances to access goods and services, connected to the Downtown and other parts of the City via multiple modes of transportation, and compact so that areas are walkable and pedestrian-friendly. The exception to the above shall be Resort developments which may be developed as isolated projects separate from the rest of the City.
    - Uses the development process to enhance the charterer and identity of Coachella.

Goal 2. Growth and Development. The successful transformation of Coachella from a small town into a medium-sized, full-service City that is a major economic center for the Coachella Valley.

- *Policy 2.1* Population and employment growth. Allow the City to grow from its current population of approximately 40,000 and 5,800 jobs to a maximum of 135,000 and 32,000 jobs by 2035.
- *Policy 2.3* Urban design as identity. Recognize the City can differentiate itself from other Coachella Valley cities through urban design practices such as the development of complete neighborhoods, preservation of agriculture and open space, pedestrian oriented design and sustainable development practices.
- *Policy 2.4* Natural context. Retain the City's natural infrastructure and visual character derived from topography, farmlands and waterway corridors.
- *Policy 2.5* High quality construction and architecture. Require high-quality and long-lasting building materials on all new development projects in the City. Encourage innovative and quality architecture in the City with all new public and private projects.
- *Policy 2.6* Architectural diversity. A diversity of architectural styles is encouraged, particularly those that have their roots in the heritage of Southern California and the Desert Southwest.
- *Policy 2.7* Climate-appropriate design. Require architecture, building materials and landscape design to respect and relate to the local climate, topography, history, and building practices.

- *Policy 2.8* Growth and development evaluation. Every five years, review and adjust, as needed, the General Plan's population and employment capacities to meet changes in economic and demographic conditions.
- *Policy 2.10* Contiguous development pattern. Encourage and incentivize development to occur contiguous to, or proximate to, existing built areas to facilitate delivery of City services and minimize "leapfrog" development not connected to existing urbanized areas.
- *Policy 2.11* New growth. Continue to plan for future expansion and new growth on previously undeveloped areas.
- *Policy 2.12* High priority development areas. Identify subareas 5, 6, 7, 8, 9, 10, and 11 as Priority Growth Areas to be targeted for growth through City policies and actions and to receive priority for funding, community facilities and services.
- *Policy 2.16* Range of uses. Through Specific Plans, Planned Developments, or other similar master planning processes, allow the designations shown on the General Plan Designation Map to be adjusted within the ranges set forth for each policy area in large, undeveloped areas of the City so long as the visions of the General Plan and the applicable subarea is met.

Goal 3. Healthy Community Design. Development patterns and urban design comprised of complete, walkable, attractive, family-friendly neighborhoods, districts and corridors that support healthy and active lifestyles.

- *Policy 3.1* Physical plan. Facilitate the construction of a built environment that supports a healthy physical and social environment for new and existing neighborhoods.
- *Policy 3.2* Walkable streets. Regulate new development to ensure new blocks encourage walkability by maximizing connectivity and route choice, create reasonable block lengths to encourage more walking and physical activity and improve the walkability of existing neighborhood streets.
- *Policy 3.4* Shared driveways. Allow and encourage new commercial and residential developments to have common driveways serving multiple units, to minimize the number of curb cuts along any given block to improve pedestrian safety.

Goal 6. Centers. A variety of mixed use, urban centers throughout the City that provides opportunities for shopping, recreation, commerce, employment and arts and culture.

- *Policy 6.4* Diverse centers. Encourage the development of local and City-wide centers that address different community needs and market sectors. The centers shall complement and be integrated with surrounding neighborhoods.
- *Policy 6.5* Access to transit. Promote the development of commercial and mixed use centers that are located on existing or planned transit stops in order to facilitate and take advantage of transit service, reduce vehicle trips and allow residents without private vehicles to access services.
- *Policy 6.10* New urban employment centers. Strive to create a series of new Urban Employment Centers in strategic locations in Coachella. The primary locations for this use are subareas 6, 7 and 10.
- *Policy 6.11* Design of urban employment centers. Design Urban Employment Centers to be urban in character with compact buildings sited at or near front lot lines, a high percentage of lot coverage, and building facades and entrances directly addressing the street and with a high degree of transparency. Parking lots and large setbacks shall not dominate the frontage of the Urban Employment Centers.

Goal 7. Districts. A series of unique, destination-oriented districts throughout Coachella that provide space for large-format retail, industrial and resort uses in order to increase access to jobs, provide amenities for residents and improve the fiscal stability of the City.

- *Policy 7.2* Industrial expansion. Actively seek to expand the amount of industrial uses in Coachella as a source of jobs and economic development. Industrial uses should be focused in subareas 5, 7 and 8.
- *Policy 7.3* Heavy industry. Locate heavy industrial uses in locations that do not affect sensitive uses.
- *Policy 7.4* Impact of industrial development. Require new development within the City's industrial districts be designed for compatibility with surrounding uses to minimize impact and cultivate connectivity with each district.
- *Policy 7.5* Industrial compatibility. Where industrial uses are near existing and planned residential development, require industrial projects be designed to limit the impact of truck traffic on residential areas.

Goal 9. Corridors and Connectivity. A network of transportation and open space corridors throughout the City that provides a high level of connectivity for vehicles, cyclists and pedestrians.

- *Policy 9.1* City-wide connectivity. Establish and preserve a Citywide street network throughout the City where through roads occur approximately every one-quarter mile, except where connections cannot be made because of previous large development projects or physical constraints. Physical constraints shall be canals, railroads, water, steep slopes, limited access roadways and similar natural and man-made barriers.
- *Policy 9.2* Subarea connectivity. Ensure a high-level of connectivity in all Neighborhoods, Centers and Districts throughout the City. The connectivity shall be measured as block perimeter and in external connectivity on the perimeter of a new development project.
- *Policy 9.4* Transportation corridors. Plan and reserve transportation corridors in coordination with land use.
    - Van Buren Corridor. Facilitate the development of the Van Buren Corridor into a beautiful, shaded, pedestrian-friendly avenue that provides regional retail commercial and serves to repair the edges of existing neighborhoods of the surrounding area.
    - Harrison Street. Require development along Harrison Street conform to recommendations of the Harrison Street Study to realize a town-scale Main Street environment that supports pedestrian activity and local serving commerce.
    - Avenues 50 and 52. Establish Avenues 50 and 52 as important cross-town corridors that connect Coachella, serve as transitions between neighborhoods, provide opportunities for local-serving retail and balance the needs of multiple transport modes.
    - Grapefruit Avenue. Facilitate the development of Grapefruit Avenue as major crosstown corridor that balances inter City automobile needs with pedestrian, bicycle and transit.
    - *Policy 9.6* Trip Chaining. Prioritize complementary land uses to encourage trip chaining and reduce automobile use.

Goal 10. Development requirements. A fair, understandable and predictable approach that ensures new development does not impose a fiscal burden on the City, conforms to regional airport and railroad safety practices, and requires new projects to provide adequate public facilities and services as part of the overall process.

- *Policy 10.2* Concurrency. Prohibit the issuance of precise grading plans and building permits unless the City has made a determination that adequate stormwater facilities, parks, solid waste, water, sewer and transportation facilities are operating to serve each phase of development.
- *Policy 10.3* Phasing of project site improvements. Require that new subdivisions complete the public improvements before occupancy inspections unless a development agreement is implemented.

Goal 11. Economic Development. A broad-based and long-term economic development environment for Coachella that is supportive of existing businesses and will attract new business and tourism.

- *Policy 11.1* Long-term economic development. Support the development and implementation of long-term economic development strategies that seek to establish and keep new businesses and a strong-middle class in Coachella over the decades to come.
- *Policy 11.2* Regional presence. Encourage economic development strategies that will cause Coachella to become a major City in the Coachella Valley and a driving force behind the area's economy.
- *Policy 11.3* Regional jobs center. Encourage economic development strategies that will cause Coachella to become a jobs center for the Coachella Valley.
- *Policy 11.4* Diversified economy. Encourage economic development strategies that allow the City to move beyond reliance on its two main industries – agriculture and resort services – and transform itself to a mature mix of economic activity and job opportunities.
- *Policy 11.5* Jobs-housing balance. Strive to improve the jobs-housing balance in the City by actively pursuing employment uses to the City.
- *Policy 11.6* Jobs-housing match. To the extent feasible, attract new employment uses to Coachella that match the skill and educational levels of existing and future residents.
- *Policy 11.8* Development incentives. Consider incentives for new development that provides a substantial economic benefit to the community such as retail sales taxes, transient occupancy taxes or higher-paying jobs. Prohibit the provision of incentives that outweigh the direct benefits from the use.
- *Policy 11.13* Natural environment. Maintain and enhance the natural environment as critical to the attraction of tourists and ensure that new development does not adversely affect the natural environment as a tourist draw.
- *Policy 11.15* Creative Economy. Prioritize strategies that will create an economy full of diverse talents, trades and goods for the City. For long lasting economic success, a range of services, arts, music, entertainment and retail should be supported on all scales of the City's economy.

Goal 12. Diversity of uses for economic development. Non-residential uses that creates a complete City and diversifies the local economy.

- *Policy 12.2* Office/R&D. Actively attract and expand the number of and development (R&D) uses in Coachella.
- *Policy 12.9* Retail base. Encourage economic development of all scales of retail development within Coachella in order to create a stronger tax base and increase the City's tax revenue.

Goal 13. Fiscal Stability. A City with thorough economic development strategies and reasoned decisions based on sound fiscal policies.

- *Policy 13.1* Fiscal impact assessment. For all major development projects, including but not limited to specific plans, annexations and changes in General Plan designations for areas over 20 acres in size, require a fiscal impact assessment to determine possible fiscal impact of the development project and use the information to formulate conditions of approval for the project.
- *Policy 13.2* Development fees. Implement a series of development fees needed to maintain the fiscal health of the City and ensure high quality public facilities and services. Annually review and, as needed, update the impact fees to keep pace with changing economic conditions and community needs. Adopt and update the City's authority for collection of development fees within the full extent allowed under state law.

- *Policy 13.3* Efficient growth. Manage growth in a manner that is fiscally sustainable and protects and/or enhances community values.
- *Policy 13.4* Diverse tax base. Provide a fiscally sound City with a sustainable tax base and user fees including property tax, sales tax, transient occupancy tax, utilities user tax and user fees that pay for cost of services.
- *Policy 13.5* Rural-town transformation. Manage infrastructure investments and growth to efficiently manage the transformation of Coachella from a rural area to a midsize town, and to an eventual large City.
- *Policy 13.6* Growth costs. Prioritize short-term and long-term fiscal sustainability to grow in a way that does not cost the City money.
- *Policy 13.7* Fiscal impacts of infrastructure. When considering new development proposals, discourage developments that require the construction of new infrastructure across large expanses of the City's undeveloped areas.

Goal 15. Governance. Fair, predictable and transparent governance.

- *Policy 15.1* Development decisions. Strive to conduct the development review process in a consistent and predictable manner.
- *Policy 15.2* Regulations. Establish clear, unambiguous regulations and policies to clearly communicate the City's expectations for new development.
- *Policy 15.3* Long-term considerations. Prioritize decisions that provide long-term community benefit and discourage decisions that provide short-term community benefit but reduce long-term opportunities.

Community Health + Wellness Element

- *Policy 1.4* Workplace wellness. Enhance the health and well-being of City employees through workplace wellness programs and policies to increase employee productivity, improve morale, decrease incidence of accidents and injuries and decrease medical costs. Aspire to become a model healthy organization for other cities in the region.

Goal 7. Jobs, Prosperity and Economic Development. Improved economic prosperity and vibrancy of households and businesses.

- *Policy 7.2* Targeted employment training. Work with local schools, colleges, trade schools and non-profit scholarship organizations to ensure a trained and qualified workforce is available to meet the needs of projected growing industries that provide living wages for persons most in need.
- *Policy 7.4* Socially responsible businesses. Develop programs to attract and retain socially responsible employers that can pay a living wage, provide health insurance benefits and meet existing levels of workforce education.
- *Policy 7.7* Healthy workplace. Encourage local employers to adopt employee programs and practices such as health challenges (e.g., weight loss contests, stop smoking, lunchtime/worktime sponsored events, bike to work days), healthy food choices and healthy work environments. The City can provide incentives (such as priority permit to "healthy employers" that provide employee health benefits such as paid sick days, health insurance, gym membership, among others.

4.11.3 IMPACT ANALYSIS

Thresholds of Significance

The following significance thresholds related to land use and planning have been derived from the thresholds of significance set forth in Appendix G of the State CEQA Guidelines and are analyzed below to determine if the proposed Project would:

- Physically divide an established community; or
- Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

Methodology

Evaluation of potential land use impacts was based on a review of the City of Coachella 2035 General Plan Update, its certified EIR, and relevant planning documents. The focus of the analysis in this section is on land use impacts that would result from the proposed Project. It should be noted that CEQA does not treat project consequences relating solely to land use, socioeconomic, or population, employment, or housing issues as direct physical impacts to the environment. The impact assessment in this section therefore focuses on changes in land use, use compatibility, and City of Coachella 2035 General Plan Update consistency.

Impacts

Impact 4.11.1: Implementation of the proposed Project would not physically divide an established community (No Impact).

The physical division of an established community is typically associated with construction of a linear feature, such as a major highway or railroad tracks, or removal of a means of access, such as a local road or bridge, which would impair mobility within an existing community or between a community and an outlying area.

The proposed Project does not propose the construction of any roadway, flood control channel, or other structure that would physically divide any portion of the community. The proposed Project would develop a currently vacant site with light industrial, storage and warehouse spaces, office uses, gas station and convenience store, fast food retail, as well as a utility substation to be operated by Imperial Irrigation District (IID). The Project site is mostly vacant to the north and east, with some light industrial uses located to the west. SR 86 follows the eastern border of the site and Airport Boulevard forms the southern boundary. The Project would result in a mixed commercial and industrial project on vacant land. The Project will be self-contained and will not affect the ability of surrounding lands to develop with the uses permitted on those properties. Therefore, neither construction nor operation of the proposed Project would result in the physical division of an established community. No impact would occur.

Mitigation Measures

No mitigation is required.

Impact 4.11.2: Implementation of the proposed Project would not cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect (Less than Significant Impact).

General Plan Consistency

The site is designated as an Industrial District (see Exhibit 2.5: Project Land Use) in the City of Coachella 2035 General Plan Update. According to the City of Coachella Official Zoning Map (see Exhibit 2.6: Project Zoning), the site is zoned M-H: Heavy Industrial zone (City of Coachella Official Zoning Map; 2023) and the proposed Project would be rezoned as MS - Manufacturing Service and C-G General Commercial, to allow for a mix of industrial and commercial uses. The proposed Project will allow for small retail and commercial uses at the southern portion of the property, with larger structures and denser industrial uses towards the northern portion of the site. Proposed Project buildings and structures would be developed to be consistent with the City's established zoning standards and design guidelines for manufacturing and commercial uses. The proposed Project would be required to submit for City review all final grading, utility, landscaping, street, sidewalk and lighting plans. Upon final Project approvals, the proposed Project would be required to conform with the City's General Plan requirements for Regional Retail and Industrial Districts in Subarea 8 (East Industrial District) with regard to physical character, development intensity, street design and urban form. The proposed Project would be in harmony with the overall intent of the City's General Plan Land Use + Community Character Element policies:

- Policy 1.5: Subareas. Establish and utilize a system of subareas to efficiently plan and manage the City's growth. Each area of the City and Sphere of Influence shall be included in a subarea. All development and policy decisions shall conform to the vision and policies for that planning area, in addition to the citywide goals and policies.

The proposed Project would be located in Subarea 8 (East Industrial District) and would be developed with a mix of commercial and industrial uses that would be designed and developed in accordance with the General Plan and Zoning requirements for Subarea 8 which encompasses the area of the City east of the Stormwater Channel, west of Fillmore and between Airport Boulevard and 52nd Avenue. Although currently primarily utilized for agricultural uses, the City General Plan anticipates this subarea to transform over time into an employment district with a variety of industrial and office uses. With this subarea's and therefore the proposed Project site's location adjacent to SR 86, the City envisions that Subarea 8 would also be developed with employment-generating uses, including industrial, retail and office uses. The proposed Project, with its mix of industrial, retail and office uses would satisfy and implement this vision for Subarea 8. The site's development is anticipated to generate approximately 741 new employment opportunities in the City. The proposed Project would adhere to policy directions for this Subarea such that the Project would allow for the development of employment uses, taking advantage of the site's location adjacent to SR 86. The proposed Project includes well-designed transitions between the employment uses on the proposed Project site in that commercial and retail uses would be located in closer proximity to Airport Boulevard to the south of the site, while storage, warehouse and energy (IID) facilities would be at the northern portion of the site, further from the existing residential neighborhood to the south of the site on the other side of Airport Boulevard. This design ensures that the uses will be consistent with the City's vision for Subarea 8 while also avoiding locating more intense warehouse uses adjacent to residential neighborhoods.

- Policy 2.5 High quality construction and architecture. Require high-quality and long-lasting building materials on all new development projects in the City. Encourage innovative and quality architecture in the City with all new public and private projects.

Section 4.1, *Aesthetics*, of this DEIR includes conceptual renderings of the proposed Project that indicate that buildings would be designed and constructed with high quality and long lasting materials.

Policy 2.6 Architectural diversity. A diversity of architectural styles is encouraged, particularly those that have their roots in the heritage of Southern California and the Desert Southwest. The proposed Project buildings have been architecturally designed so as to integrate the design styles that exist in the City and greater Coachella Valley region. All site development has integrated the City's design and architectural guidelines including Desert colors, variation in roof elevations, dimensional wall shapes and material types and textures. This would ensure that the proposed Project provides the architectural diversity consistent with the City's Policy 2.6 and with this general area of the City and Riverside County.

Policy 2.7 Climate-appropriate design. Require architecture, building materials and landscape design to respect and relate to the local climate, topography, history, and building practices.

The buildings to be constructed under the proposed Project would include architectural features, styles and landscaping and has taken into account the history, climate and topography of the site and surrounding area, including drought-tolerant landscaping and energy-efficient building design and features.

- Policy 2.11 New growth. Continue to plan for future expansion and new growth on previously undeveloped areas.

The proposed Project would be developed on a currently undeveloped site with industrial, office and commercial uses, consistent with this policy and, as explained in detail above, the Project provides desired growth that conforms to the City's vision for this site, including well designed industrial and commercial buildings that fit with the surrounding uses and take advantage of the proximity and access to SR 86.

- Policy 2.12 High priority development areas. Identify subareas 5, 6, 7, 8, 9, 10, and 11 as Priority Growth Areas to be targeted for growth through City policies and actions and to receive priority for funding, community facilities and services.

The proposed Project site would be located in Subarea 8, which is one of the designated high priority growth areas. It would develop the site with industrial, office and retail uses and generate growth in a part of the City designated for such development.

- Policy 6.5 Access to transit. Promote the development of commercial and mixed use centers that are located on existing or planned transit stops in order to facilitate and take advantage of transit service, reduce vehicle trips and allow residents without private vehicles to access services.

Airport Boulevard provides the southern boundary of the site. Sunline Transit Agency's Airport Boulevard/Desert Cactus Drive bus station is located on Airport Boulevard, midway along the Project site. Proposed Project employees would therefore have the ability to take advantage of existing transit services and potentially reduce vehicle trips.

- Policy 7.2 Industrial expansion. Actively seek to expand the amount of industrial uses in Coachella as a source of jobs and economic development. Industrial uses should be focused in subareas 5, 7 and 8.

The proposed Project site would be located in Subarea 8 and would generate new industrial as well as commercial uses. The development of a currently vacant parcel with industrial uses would provide economic development and new sources of employment, approximately 741 new jobs, in the City within Subarea 8, consistent with Policy 7.2. The proposed Project components would include:

- Large Warehouse Structures – 233,1000 sq ft
- Small Warehouse Structures – 96,000 sq ft
- Small Business Development Buildings -81,000 sq ft
- Personal Vehicle Storage Facility – 76,800 sq ft
- Self-Storage Facilities – 128,600 sq ft
- Service Station/Mini-Mart – 4,000 sq ft
- Restaurant and Drive Thru – 4,650 sq ft

- Policy 7.4 Impact of industrial development. Require new development within the City's industrial districts be designed for compatibility with surrounding uses to minimize impact and cultivate connectivity with each district.

The site is located in the City's Subarea 8 which allows for industrial and commercial uses. The site is currently vacant and is surrounded by agricultural uses to the east, vacant and industrial uses to the west, vacant land to the north and residential uses to the south. The proposed Project would be required to adhere to all City design requirements such that development under the Project would be compatible with the City's surrounding areas and industrial districts. Surrounding uses to the site are primarily a mix of native desert land and agricultural uses to the north and east of the site, with the stormwater channel, open space and small industrial uses located to the west. These surrounding uses to the north, east and west of the site provide adequate buffers between the warehouse and other light industrial uses on the northern and central portions of the Project and any sensitive land uses in the Project vicinity. Uses on the southern portion of the site include a mini-mart, gas station and restaurant uses which serve the neighborhood residents and travelers on SR 86, and also serve as a buffer between the proposed Project's warehouse/light industrial uses and the existing residential neighborhood to the south of the Project site. Therefore, the proposed Project implements the City's vision for employment-generating industrial and retail uses without causing any incompatibility with surrounding land uses by limiting the larger industrial and storage facilities to the northern and central portions of the property, while commercial, retail and office uses would be located to the southern portion of the site, closer to the existing residential uses south of Airport Road.

- Policy 7.5 Industrial compatibility. Where industrial uses are near existing and planned residential development, require industrial projects be designed to limit the impact of truck traffic on residential areas.

The proposed Project would allow for some industrial development near existing residential development to the south of the site, across Airport Boulevard. However, Airport Boulevard connects to SR 86 and already transports truck traffic from the adjacent State Route into the City, and importantly, the proposed Project site is located immediately adjacent to SR 86 and thus minimizes the distance trucks travel off of SR 86 and avoids directing truck routes through residential areas. In addition, the Project will be conditioned to make substantial improvements to Airport Boulevard to allow for direct and adequate access to the site for truck and other traffic generated by the proposed Project and to minimize any traffic issues at the site.

- Policy 10.2 Concurrency. Prohibit the issuance of precise grading plans and building permits unless the City has made a determination that adequate stormwater facilities, parks, solid waste, water, sewer and transportation facilities are operating to serve each phase of development.

The Project would be required to conform with all City requirements for water, sewer, stormwater, and solid waste facilities according to established City guidelines and requirements. The proposed Project site has an

existing 30-inch waterline that is a "dry line" that is not connected to any existing water lines. The CWA plans to extend their water facilities with a 20" water line from near Avenue 54 southerly along Grapefruit Boulevard, then easterly to run under existing railroad tracks and the CVSC to the Project site. Since sewer connections exist near the proposed Project site, the existing CVWD sewer connections near Orange Street and Airport Boulevard would be extended easterly along Airport Boulevard, and then cross the CVSC (either underground or attached to the bridge at Airport Boulevard) and then stub to the Project site directly on the opposite side of the CVSC channel. The proposed Project also includes a new traffic signal and widening of Airport Boulevard along and adjacent to the site frontage to ensure adequate turn lanes and intersection improvements to facilitate Project traffic; refer to Section 4.17, *Transportation*, of this DEIR for a detailed discussion of the Project's proposed roadway improvements. In addition, the proposed Project would be required to submit final design and utility plans for City approval prior to any construction related activities. This would ensure that the proposed Project meets all City requirements for adequate utility infrastructure at the site. The proposed Project does not include any proposed park facilities.

- Policy 11.2 Regional presence. Encourage economic development strategies that will cause Coachella to become a major city in the Coachella Valley and a driving force behind the area's economy.

The proposed Project would provide new economic development opportunities in the City that could assist the City of Coachella to become a driving force to the area's economy by adding approximately 741 new jobs to the City.

- Policy 11.3 Regional jobs center. Encourage economic development strategies that will cause Coachella to become a jobs center for the Coachella Valley.

The proposed Project would provide new employment opportunities in the City that could assist the City of Coachella to become a new job center for City and County residents.

- Policy 11.4 Diversified economy. Encourage economic development strategies that allow the City to move beyond reliance on its two main industries – agriculture and resort services – and transform itself to a mature mix of economic activity and job opportunities.

The proposed Project would bring new economic development opportunities in the City in the form of new businesses, industrial and commercial uses that would add to the City's employment diversity.

- Policy 11.5 Jobs-housing balance. Strive to improve the jobs-housing balance in the City by actively pursuing employment uses to the City.

The proposed Project will generate space for a variety of industrial, automotive, construction and service jobs which will be available to City residents who may now commute elsewhere for such jobs.

- Policy 12.9 Retail base. Encourage economic development of all scales of retail development within Coachella in order to create a stronger tax base and increase the City's tax revenue.

The proposed Project would include a mix of retail, office and industrial uses that would contribute to the City's tax revenue and assist the City to create a stronger tax base.

- Policy 13.4 Diverse tax base. Provide a fiscally sound City with a sustainable tax base and user fees including property tax, sales tax, transient occupancy tax, utilities user tax and user fees that pay for cost of services.

The property is currently vacant and generates a limited amount of property tax. Development of multiple buildings and uses will provide a substantial increase in property tax. Some of the uses proposed, including both the retail and warehouse uses (if developed for fulfillment warehousing) would generate sales tax. All development on the site would generate utility users' tax, and various fees, which would provide revenue for the City and diversify its revenue sources.

The proposed Project would add a mix of warehouse, storage, retail and commercial uses to the site. The Project would not conflict with the underlying General Plan land use designation of Industrial, since the Project includes a zone change from Heavy Manufacturing to MS - Manufacturing Service and C-G - General Commercial, which allows for commercial and retail uses proposed under the Project. The City's Zoning Code allows for retail and commercial uses as well as small businesses, storage buildings and warehouses under its MS Zoning Designation. The Project would not conflict with the City of Coachella 2035 General Plan Update and impacts would be less than significant.

SCAG RTP/SCS (Connect SoCal 2020) Consistency

The Southern California Association of Governments (SCAG) prepared a Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS), referred to as "Connect SoCal 2020." SCAG's jurisdiction comprises a six-county region that includes the six (6) counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura, as well as their associated 191 cities. SCAG is the metropolitan planning organization (MPO) for this region, designated pursuant to Title 23 United States Code (USC) 134(d)(1), and has the primary responsibility, through its Regional Council, for consideration of Connect SoCal 2020 for approval,. Connect SoCal 2020 is a long-range regional transportation plan that provides a vision for regional transportation investments, integrated with land use strategies, over a 20-year period. Key components include a growth forecast and regional development pattern based on population, household, and employment growth projections for the SCAG region as well as a transportation network including a list of transportation projects and investments.

It should be noted that one of Connect SoCal's policy directives is that while goals and policies within the Plan are to be developed primarily from assumptions derived from local general plans and input from local governments and transportation agencies, under SB 375, a local entity such as the City of Coachella is not required to ensure its local land use policies and regulations are consistent with the Plan. SCAG's Connect SoCal analyzed growth patterns within its planning area, consistent with each local agency's land use plans and goals for foreseeable development and growth. Therefore, the goals and policies were developed in coordination with local jurisdictions such as Riverside County and the City of Coachella such that Connect SoCal in itself is consistent with land use, jobs and housing growth in the City of Coachella.

The proposed Project would therefore not conflict with any applicable goals, objectives, and policies of SCAG's Connect SoCal, since operation of the Project would facilitate implementation of transportation improvements, specifically along Airport Boulevard and at the freeway interchange, resulting in an improved transportation network for area residents and businesses. Project related improvements along Airport Boulevard would improve the movement of goods and people and therefore improve the economic competitiveness of the overall Project area, the City and region.

Implementation of the proposed Project would not conflict with any land use plan, policy, or regulation and impacts would be less than significant.

Mitigation Measures

No mitigation is required.

4.11.4 CUMULATIVE IMPACTS

The proposed Project would involve the development of a currently vacant parcel into a business park primarily with offices, storage and commercial uses along with industrial and electrical facility uses. The City of Coachella 2035 General Plan Update presents the City's vision of future growth as transforming the City into a full service medium sized city with unique districts that would promote the city as an economic, residential, office, research and development center in the Coachella Valley. Along with a range of housing in a variety of neighborhoods elsewhere in the City, the General Plan also provides for a diverse economy with a variety of employment opportunities for its residents, which would be supported by the proposed Project as described in detail above. The City of Coachella 2035 General Plan Update also provides the environmental benefits of accommodating an increased economic and population base through the intensification of development. All of this development, along with all additional future development in the City and adjacent areas of unincorporated Riverside County, would be required to conform to their respective, applicable General Plan policies and Zoning Ordinance requirements. Therefore, in conjunction with all of the existing and proposed projects across the City and County, the proposed Project's cumulative impacts relating to land use do not substantially change the General Plan's vision or its implementation, and buildout of the General Plan would be less than cumulatively considerable.

This section describes the mineral resources within and in the vicinity of the Project site. This section also identifies the potential impacts of implementing the proposed Project on such resources, as well as the appropriate City of Coachella 2035 General Plan Update policies, that reduce any identified impacts.

4.12.1 SETTING

Regional

Mineral resources abound in Riverside County with resources ranging from gold, copper and iron, to various gemstones and coal (County of Riverside Final Environmental Impact Report; 2014). Although the County supports several geologically viable areas, the majority of the County is within State-designated MRZ-3 or MRZ -4 zones, with aggregate resources areas clustered around the northern, eastern and southern portions of the County, including the Coachella Valley.

Local

As identified in the City of Coachella General Plan EIR, the City is located in the mineral resource zone 1 (MRZ-1), which means that there are no significant mineral deposits present or likely to be present. Mineral resources within the City, and sphere of influence, include sand and gravel, clay, oil and gas, and geothermal. The proposed Project site does not contain non-fuel mineral deposits (e.g., sand and gravel) or any otherwise classified mineral deposits. Also, there are no sand and gravel extraction sites or quarries in or near the site. As previously stated, the proposed Project site consists of vacant land comprised of Coachella fine sand, fluvents, Gilman fine sandy loam, and Indio fine sandy loam, according to the Web Soil Survey (Appendix F).

4.12.2 REGULATORY FRAMEWORK

Federal

There are no federal regulations that apply to mineral resources on or in the vicinity of the proposed Project site.

State

Mineral resources are land areas or deposits deemed significant by the California Department of Conservation (CA DOC). Mineral resources include oil, natural gas, and metallic and nonmetallic deposits, including aggregate resources. The CA DOC Geological Survey, and the California State Mining and Geology Board (CA SMGB) are required by the Surface Mining and Reclamation Act of 1974 (SMARA) to categorize lands into four Aggregate and Mineral Resource Zones (MRZs), described below. These MRZs classify lands that contain significant statewide or regional mineral deposits based on a site's geologic factors without regard to existing land use and land ownership. SMARA has established MRZs using the following classifications (California Department of Conservation, 1975).

- ***MRZ-1***: Areas where adequate geologic information indicates no significant mineral deposits are present or where it is judged that little likelihood exists for their presence.
- ***MRZ-2a***: Areas underlain by mineral deposits where geologic data show that significant measured or indicated resources are present.
- ***MRZ-2b***: Areas underlain by mineral deposits where geologic information indicates that significant inferred resources are present.

- ***MRZ-3a***: Areas containing known mineral deposits that may qualify as mineral resources. Further exploration work within these areas could result in the reclassification of specific localities into the MRZ-2a or MRZ-2b categories.
- ***MRZ-3b***: Areas that may have inferred mineral deposits which may qualify as mineral resources. Further exploration work could result in the reclassification of all or part of these areas into the MRZ-3a category or specific localities into the MRZ-2a or MRZ-2b categories.
- ***MRZ-4***: Areas where there is not enough geologic information available to determine the presence or absence of mineral resources.

Typically, land classified as MRZ-2 are of the greatest importance and are designated by the State Mining and Geology Board as being "regionally significant." Such designation requires that a lead agency make land use decisions based upon its mineral resource management policies, and that the lead agency consider the importance of the mineral resource to the region or the State as a whole, and not just to the lead agency's jurisdiction or a project area.

Local

There are no local regulations that apply to mineral resources on or in the vicinity of the proposed Project site.

4.12.3 IMPACT ANALYSIS

Thresholds of Significance

The following thresholds of significance criteria are based on Appendix G of the State California Environmental Quality Act (CEQA) Guidelines. Based on these thresholds, implementation of the proposed Project would have a significant adverse impact related to mineral resources if it would:

- Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state; or
- Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan.

Methodology

Since no mineral deposits exist within the City of Coachella, the CA DOC, the Riverside County General Plan and related technical documents were reviewed in order to determine the level of mineral deposits around the City and surrounding areas.

Impacts

Impact 4.12.1 Implementation of the proposed Project would not result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state (No Impact).

According to the CA DOC, the proposed Project site is not located within a Mineral Resource Zone (Division of Mine Reclamation accessed April 2024). Therefore, implementation of the proposed Project would not result in the loss of any mineral resources that are of value to the State; there would be no impact.

Mitigation Measures

No mitigation is required.

Impact 4.12.2 Implementation of the proposed Project would not result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan (No Impact).

According to the CA DOC, the proposed Project site is not located within a Mineral Resource Zone (Division of Mine Reclamation accessed April 2024). Therefore, no mineral resource sites are delineated or analyzed under the City's General Plan, and none are contained in other specific or land use plans. Implementation of the proposed Project would not result in the loss of availability of important mineral resources; there would be no impact.

Mitigation Measures

No mitigation is required.

4.12.4 CUMULATIVE IMPACTS

Development in other areas of Riverside County could occur on or near areas with significant mineral resources. However, compliance with State regulations and the County's General Plan would ensure that the County's mineral areas and deposits remain available for ongoing mining operations. Since the proposed Project site and the City of Coachella do not have mineral resources within their geographic area, the proposed Project, in combination with cumulative projects within the City and adjacent areas of unincorporated Riverside County, would not result in the loss in availability of a known mineral resource. Therefore, the cumulative mineral resource impact would be less than cumulatively considerable.

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This section describes existing ambient noise conditions and evaluates potential impacts to noise from development facilitated by the proposed Project. This section also identifies relevant City of Coachella 2035 General Plan Update policies and identifies mitigation measures that substantially reduce or avoid any significant adverse effects. The information and analysis herein rely on the following investigations and document the noise conditions of the Project site:

- *Noise & Groundborne Vibration Impact Analysis for Coachella Airport Business Park Project, City of Coachella, CA* (Noise Study), prepared by AMBIENT Air Quality and Noise Consulting, dated November 2024 (Appendix H).

The analysis of noise impacts is based on a highly technical approach, which includes terminology not used commonly. Therefore, this section begins with an explanation of these terms and the scientific approach taken in quantifying and describing noise, prior to addressing the environmental setting of the Project.

FUNDAMENTALS OF ACOUSTICS

Amplitude

Amplitude is the difference between ambient air pressure and the peak pressure of the sound wave. Amplitude is measured in decibels (dB) on a logarithmic scale. Amplitude is interpreted by the ear as corresponding to different degrees of loudness. Laboratory measurements correlate a 10 dB increase in amplitude with a perceived doubling of loudness and establish a 3 dB change in amplitude as the minimum audible difference perceptible to the average person.

Frequency

Frequency is the number of fluctuations in the pressure wave per second. The unit of frequency is the Hertz (Hz). One Hz equals one cycle per second. The human ear is not equally sensitive to sounds of different frequencies. Sound waves below 16 Hz or above 20,000 Hz cannot be heard at all, and the ear is more sensitive to sound in the higher portion of this range than in the lower. To approximate this sensitivity, environmental sounds are usually measured in A-weighted decibels (dBA). On this scale, the normal range of human hearing extends from about 10 dBA to about 140 dBA.

Addition of Decibels

Since decibels are logarithmic units, sound levels cannot be added or subtracted through ordinary arithmetic. Under the decibel scale, a doubling of sound energy corresponds to a 3 dB increase. In other words, when two identical sources are each producing sound of the same loudness, the resulting sound level at a given distance would be 3 dB higher than one source under the same conditions. Under the decibel scale, three sources of equal loudness together would produce an increase of 5 dB.

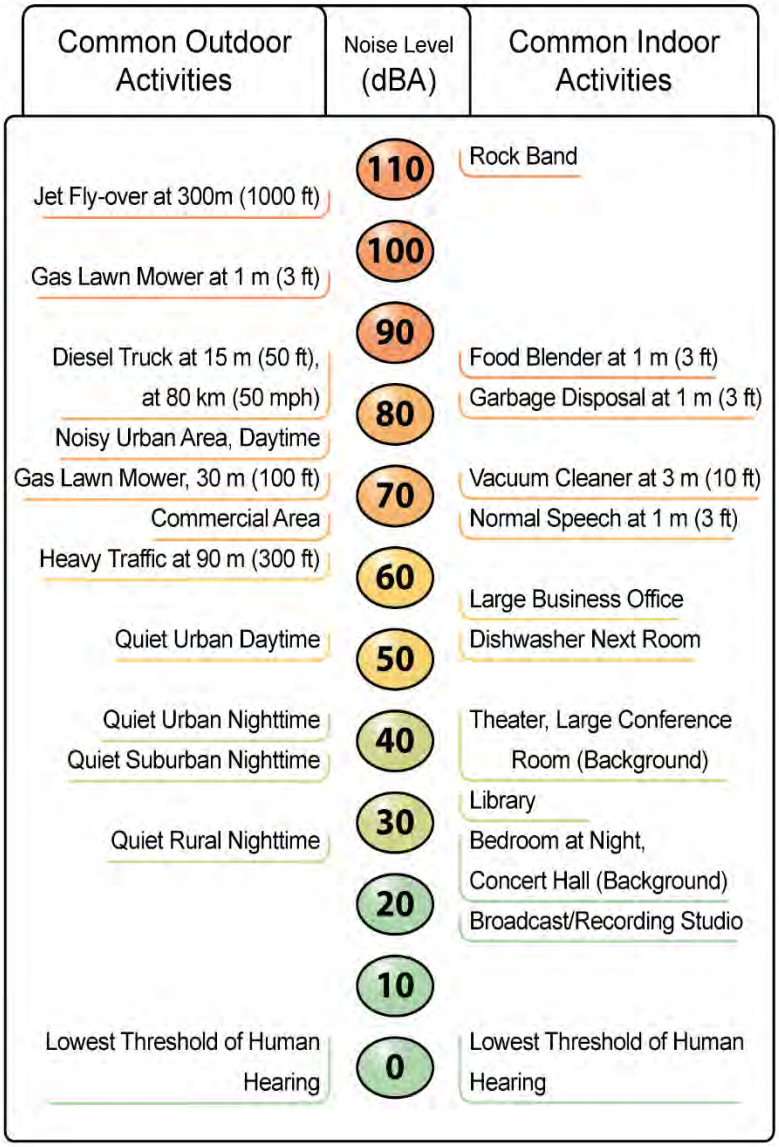
SOUND PROPAGATION AND ATTENUATION

Geometric Spreading

Sound from a localized source (i.e., a point source) propagates uniformly outward in a spherical pattern. The sound level decreases (attenuates) at a rate of approximately 6 dB for each doubling of distance from a point source. Highways consist of several localized noise sources on a defined path and hence can be treated as a line source, which approximates the effect of several point sources. Noise from a line source propagates outward in a cylindrical pattern, often referred to as cylindrical spreading. Sound levels attenuate at a rate of approximately 3 dB for each doubling of distance from a line source, depending on

ground surface characteristics. In addition to distance, noise traveling on a hard surface, such as a parking lot, is not attenuated further, whereas noise traveling on a soft surface, dirt, grass or landscaping, attenuates at an additional 1.5 dB per doubling of distance.

Typical Community Noise Levels



Source: California Department of Transportation, 2018

4.13.1 SETTING

Noise Sensitive Receptors

Noise-sensitive land uses are generally considered to include those uses where noise exposure could result in health-related risks to individuals, as well as places where quiet is an essential element of their intended purpose. Residential dwellings, including the homes south of the Project site, parks, historic sites, cemeteries, and recreation areas are considered sensitive to increases in exterior noise levels, as are the interiors of schools, churches, hotels, libraries, and other places where low interior noise levels are essential. It should be noted that the City has established acceptable noise level limits and has adopted noise standards for sensitive land uses, as well as for other land uses, that have not traditionally been considered sensitive.

Ambient Noise Environment

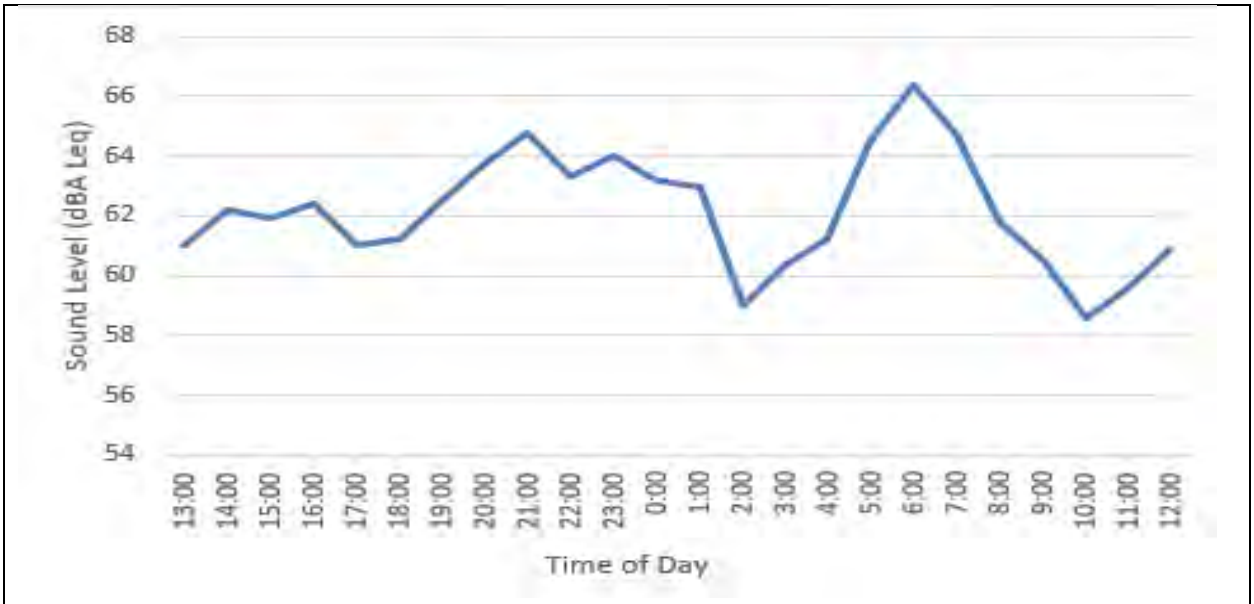
To document the existing noise environment in the project vicinity, three short-term (i.e., 10-minute) noise measurements were conducted. Ambient noise measurement surveys were conducted on January 10, 2024, using a SoftdB Piccolo, Type 2, sound-level meter. Short-term noise measurement data as summarized in Table 4.13-1, *Short-Term Noise Measurement Data*, shows that the measured short-term daytime average-hourly noise levels in the Project area generally range from the low to high 60s (in dBA Leq), depending largely on distance from area roadways. In addition, a long-term measurement (LT1) (i.e., 24 hours) was conducted from October 22 to October 23, 2024, using a SoftdB Piccolo, Type 2, integrating sound-level meter. The long-term noise measurement was conducted along the southern boundary of the Project site. Measured ambient noise levels for LT1 are summarized in Table 4.13-2, *Long-Term Noise Measurement Data*. The noise measurement locations are provided on Exhibit 4.13-1, *Noise Measurement Locations*. Based on the measurements conducted, daytime average-hourly noise levels in the Project vicinity ranged from the high 50s to the high 60s (in dBA L_{eq}). The measured average daily noise levels at the Project site were 69.5 dBA CNEL. Ambient noise levels within the Project area are predominantly influenced by vehicle traffic on area roadways.

Table 4.13-1: Short-Term Noise Measurement Data

Measurement Location	Measurement Time Period	Measurement Location Description	Major Noise Sources	Noise Level (dBA)	
				Leq	Lmax
ST1	2;12 – 2:22	Western Project site boundary across from Rucker Homestead	Warehouse operational noise and traffic	60	71.4
ST2	2:27 – 2:37	Southern Project site boundary	Traffic, primarily light-duty auto with occasional heavy-duty auto	67.7	79.4
ST3	2:43 – 2:53	Desert Cactus Drive and Airport Boulevard Intersection	Traffic, primarily light-duty auto with occasional heavy-duty auto	62.5	77.4

Source: AMBIENT Consulting, *Noise & Groundborne Vibration Impact Analysis,* November 2024, Table 2.

Table 4.13-2: Long-Term Noise Measurement Data



Measurement Hour	Noise Level (L_{eq} dBA)
13:00	61
14:00	62
15:00	62
16:00	62
17:00	61
18:00	61
19:00	63
20:00	64
21:00	65
22:00	63
23:00	64
0:00	63
1:00	63
2:00	59
3:00	60
4:00	61
5:00	65
6:00	66
7:00	65
8:00	62
9:00	61
10:00	59
11:00	60
12:00	61
CNEL	69.5

Source: AMBIENT Consulting, *Noise & Groundborne Vibration Impact Analysis,* November 2024, Table 3.
Note: Highest noise hour is in bold

Noise Measurment Locations

Coachella Airport Business Park

Exhibit

4.13-1

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Groundborne Vibration

No major existing sources of groundborne vibration were identified in the proposed Project area. Vehicle traffic on area roadways, particularly heavy-duty trucks, can result in increased groundborne vibration. However, groundborne vibration levels associated with vehicle traffic are typically considered minor and would not exceed applicable criteria at the site boundaries.

4.13.2 REGULATORY FRAMEWORK

Federal

Noise Control Act of 1972

The U.S. Environmental Protection Agency (EPA) Office of Noise Abatement and Control was originally established to coordinate federal noise control activities. After its inception, EPA's Office of Noise Abatement and Control issued the Federal Noise Control Act of 1972, establishing programs and guidelines to identify and address the effects of noise on public health, welfare, and the environment. In response, the EPA published Information on Levels of Environmental Noise Requisite to Protect Public Health and Welfare with an Adequate Margin of Safety (Levels of Environmental Noise). In 1981, EPA administrators determined that subjective issues such as noise would be better addressed at lower levels of government. Consequently, in 1982 responsibilities for regulating noise control policies were transferred to State and local governments.

Federal Transit Administration

In the absence of local quantitative construction noise thresholds, the Federal Transit Administration (FTA) provides guidelines that can be considered reasonable criteria for construction noise assessment. For residential land uses, the FTA's recommended detailed analysis of construction noise identifies daytime and nighttime noise standards of 80 dBA Leq and 70 dBA Leq, respectively (FTA 2018). These thresholds are based on an 8-hour average. To be conservative, these daytime and nighttime standards have been applied on an hourly basis.

State

State of California Noise Requirements

The State of California's noise insulation standards for nonresidential uses are codified in the California Code of Regulations, Title 24, Building Standards Administrative Code, Part 11, California Green Building Standards Code (CALGreen). CALGreen noise standards are applied to new or renovation construction projects in California to control interior noise levels resulting from exterior noise sources. Proposed projects may use either the prescriptive method (Section 5.507.4.1) or the performance method (Section 5.507.4.2) to show compliance. Under the prescriptive method, a project within a 65 dBA CNEL noise contour as determined in a General Plan Noise Element must have wall and roof-ceiling assemblies exposed to said noise source(s) that meet a composite STC rating of at least 50; and windows affected by said noise source(s) shall have an STC rating of 40. Alternatively, under the performance method, a project must demonstrate that interior noise levels do not exceed 50 dBA Leq (1hr).

State of California Office of Planning and Research

Though not adopted by law, the State of California General Plan Guidelines 2017, published by the California Governor's Office of Planning and Research[1] (OPR) (OPR Guidelines), provides guidance for the compatibility of projects within areas of specific noise exposure. The OPR Guidelines identify the suitability of various types of construction relative to a range of outdoor noise levels and provide each local community some flexibility in setting local noise standards that allow for the variability in community preferences. Findings presented in the Levels of Environmental Noise Document (EPA 1974) influenced the recommendations of the OPR Guidelines, most importantly in the choice of noise exposure metrics (i.e., Ldn or CNEL) and in the upper limits for the normally acceptable outdoor exposure of noise-sensitive uses.

The OPR Guidelines include a Noise and Land Use Compatibility Matrix which identifies acceptable and unacceptable community noise exposure limits for various land use categories. Where the "normally acceptable" range is used, it is defined as the highest noise level that should be considered for the construction of buildings which do not incorporate any special acoustical treatment or noise mitigation. The "conditionally acceptable" or "normally unacceptable" ranges include conditions calling for detailed acoustical study prior to the construction or operation of the proposed project. The City of Coachella has adopted their own modified version of the State of California Land Use Compatibility for community Noise Exposure Matrix, as shown in Exhibit 4.13-2, *Land Use Compatibility for Noise Exposure*, below.

[1] In July 2024, the Governor's Office of Planning and Research was renamed the Governor's Office of Land Use and Climate Innovation.

Exhibit 4.13-2: Land Use Compatibility for Noise Exposure

LAND USE CATEGORIES		CNEL						
CATEGORIES	USES	55	60	65	70	75	80	
RESIDENTIAL	Single Family, Duplex, Multiple Family							
RESIDENTIAL	Mobile Homes							
COMMERCIAL - Regional, District	Hotel, Motel, Transient Lodging							
COMMERCIAL - Regional, Village District, Special	Commercial Retail, Bank, Restaurant, Movie Theater							
COMMERCIAL INDUSTRIAL	Office Building, Research and Development, Professional Offices, City Office Building							
COMMERCIAL - Recreation INSTITUTIONAL - Civic Center	Amphitheater, Concert Hall Auditorium, Meeting Hall							
COMMERCIAL - Recreation	Children's Amusement Park, Miniature Golf Course, Go-cart Track, Equestrian Center, Sports Club							
COMMERCIAL - General, Special INDUSTRIAL, INSTITUTIONAL	Automobile Service Station, Auto Dealership, Manufacturing, Warehousing, Wholesale, Utilities							
INSTITUTIONAL - General	Hospital, Church, Library, School Classroom							
OPEN SPACE	Parks							
OPEN SPACE	Golf Couse, Cemeteries, Nature Centers, Wildlife Reserves, Wildlife Habitat							
AGRICULTURE	Agriculture							

INTERPRETATION

ZONE A (GREEN) CLEARLY COMPATIBLE	Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal construction, without any special noise insulation requirements.
ZONE B (YELLOW) NORMALLY COMPATIBLE	New construction or development should be undertaken only after an analysis of the noise reduction requirements is made and needed noise insulation features included in the design are determined. Conventional construction, with closed windows and fresh air supply systems or air conditioning will normally suffice.
ZONE C (ORANGE) NORMALLY INCOMPATIBLE	New construction or development should be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.
ZONE D (RED) CLEARLY INCOMPATIBLE	New construction or development should generally not be undertaken.

* Construction of new residential uses will not be allowed within the 65 dBA CNEL contour for airport noise.

California Department of Transportation (Caltrans)

The city has not adopted specific guidelines or thresholds to be used to evaluate potential project impacts in relation to groundborne vibration. The Caltrans Transportation and Construction Vibration Guidance Manual (Caltrans 2020) which provides vibration criteria based on potential structural damage risks and human annoyance was used to evaluate potential project impacts in relation to groundborne vibration. Caltrans recommended criteria for the evaluation of groundborne vibration levels, are summarized in Table 4.13-3, *Summary of Groundborne Vibration Levels and Potential Effects*, below. The criteria provided in inches per second peak particle velocity (in./second PPV) apply to continuous vibration sources, which include vehicle traffic and most construction activities.

Table 4.13-3: Summary of Groundborne Vibration Levels and Potential Effects

Vibration Level (in/sec ppv)	Human Reaction	Effect on Buildings
0.006 - 0.019	Threshold of perception; possibility of intrusion	Vibrations unlikely to cause damage of any type
0.08	Vibrations readily perceptible	Recommended upper level of the vibration to which ruins and ancient monuments should be subjected
0.10	Level at which continuous vibrations begin to annoy people	Virtually no risk of "architectural" damage to normal buildings
0.20	Vibrations annoying to people in buildings (this agrees with the levels established for people standing on bridges and subjected to relatively short periods of vibrations).	Threshold at which there is a risk of "architectural" damage to fragile buildings
0.3 - 0.6	Vibrations become distinctly perceptible at 0.4 in/sec ppv and considered unpleasant by people subjected to continuous vibrations and unacceptable to some people walking on bridges	Potential risk of "architectural" damage may occur at levels above 0.3 in/sec ppv for older residential structures and above 0.5 in/sec ppv for newer structures
Source: Caltrans, *Transportation and Construction Vibration Guidance Manual*, April 2020, Appendix A, *Transportation Related Earthborne Vibrations* January 23, 2004, Table 2. Notes: The vibration levels are based on peak particle velocity in the vertical direction for continuous vibration sources, which includes most construction activities.		

Local

County of Riverside General Plan

The County of Riverside General Plan provides a systematic approach to quantifying and identifying noise problems within the county. The Noise Element addresses excessive noise exposure and guides community planning for the regulation of noise. Applicable policies are summarized below (Riverside County 2015):

Noise Compatibility

N 1.2 Guide noise-tolerant land uses into areas irrevocably committed to land uses that are noise-producing, such as transportation corridors or within the projected noise contours of any adjacent airports.

N 1.3 Consider the following uses noise-sensitive and discourage these uses in areas in excess of 65 CNEL:

- Schools.
- Hospitals.
- Rest Homes.
- Long Term Care Facilities.
- Mental Care Facilities.
- Residential Uses.
- Libraries.
- Passive Recreation Uses.
- Places of Worship.

According to the State of California Office of Planning and Research General Plan Guidelines, an acoustical study may be required in cases where these noise-sensitive land uses are located in an area of 60 CNEL or greater. Any land use that is exposed to levels higher than 65 CNEL will require noise attenuation measures.

N 1.4 Determine if existing land uses will present noise compatibility issues with proposed projects by undertaking site surveys.

N 1.5 Prevent and mitigate the adverse impacts of excessive noise exposure on the residents, employees, visitors, and noise-sensitive uses of Riverside County.

N 1.7 Require proposed land uses, affected by unacceptably high noise levels, to have an acoustical specialist prepare a study of the noise problems and recommend structural and site design features that will adequately mitigate the noise problem.

N 1.8 Limit the maximum permitted noise levels that cross property lines and impact adjacent land uses, except when dealing with noise emissions from wind turbines.

Noise Mitigation Strategies

N 2.1 Create a County Noise Inventory to identify major noise generators and noise-sensitive land uses, and to establish appropriate noise mitigation strategies.

N 2.2 Require a qualified acoustical specialist to prepare acoustical studies for proposed noise-sensitive projects within noise-impacted areas to mitigate existing noise.

N 2.3 Mitigate exterior and interior noises to the levels listed in Table 4 below to the extent feasible, for stationary sources (refer to Table 4.13-4 for stationary source land use noise standards):

Table 4.13-4: Stationary Source Land Use Noise Standards[1]

Land Use	Interior Standards (dBA L_{eq})	Exterior Standards (dBA L_{eq})
Residential (10 p.m. to 7 a.m.)	40 (10 minute)	45 (10 minute)
Residential (7 a.m. to 10 p.m.)	55 (10 minute)	65 (10 minute)
These are only preferred standards; the Riverside County Planning Department and Office of Public Health will make final decision. Source: AMBIENT Consulting, Noise & Groundborne Vibration Impact Analysis, November 2024, Table 4.		

Community Noise Inventory

N 4.1 Prohibit facility-related noise received by any sensitive use from exceeding the following worst-case noise levels:

a. 45 dBA-10-minute Leq between 10:00 p.m. and 7:00 a.m.
b. 65 dBA-10-minute Leq between 7:00 a.m. and 10:00 p.m.

Temporary Construction

N 13.1 Minimize the impacts of construction noise on adjacent uses within acceptable practices.

N 13.2 Ensure that construction activities are regulated to establish hours of operation in order to prevent and/or mitigate the generation of excessive or adverse noise impacts on surrounding areas.

N 13.3 Condition subdivision approval adjacent to developed/occupied noise-sensitive land uses (see Policy N 1.3) by requiring the developer to submit a construction-related noise mitigation plan to the County for review and approval prior to issuance of a grading permit. The plan must depict the location of construction equipment and how the noise from this equipment will be mitigated during construction of this project, through the use of such methods as:

a. Temporary noise attenuation fences;
b. Preferential location of equipment; and
c. Use of current noise suppression technology and equipment.

N 13.4 Require that all construction equipment utilizes noise reduction features (e.g., mufflers and engine shrouds) that are no less effective than those originally installed by the manufacturer.

County of Riverside Municipal Code

Title 9-Public Peace, Morals, and Welfare, Chapter 9.52-Noise Regulation of the County's Municipal Code is intended to establish county-wide standards regulating noise. Chapter 9.52 (Noise Regulation) specifies daytime and nighttime noise standards for various land uses. As per the County's Municipal Code, "No person shall create any sound, or allow the creation of any sound, on any property that causes the exterior sound level on any other occupied property to exceed the sound level standards set forth in Table 4.13-5, *Sound Level Standards* (Riverside County 2024a). Applicable policies are summarized below:

Construction activities are exempt from these standards if they comply with hourly restrictions based on the time of year. Noise emanating from private construction projects located within one-quarter of a mile of an inhabited dwelling are exempt provided:

- Construction does not occur between the hours of 6 p.m. and 6 a.m. during the months of June through September, and
- Construction does not occur between the hours of 6 p.m. and 7 a.m. during the months of October through May;

Table 4.13-5: Sound Level Standards

General Plan Foundation Component	General Plan Land Use Designation	General Plan Land Use Designation Name	Density	Maximum Decibel Level	
				7 am—10 pm	10 pm—7 am
Community Development	EDR	Estate Density Residential	2 AC	55	45
	VLDR	Very Low Density Residential	1 AC	55	45
	LDR	Low Density Residential	1/2 AC	55	45
	MDR	Medium Density Residential	2—5	55	45
	MHDR	Medium High Density Residential	5—8	55	45
	HDR	High Density Residential	8—14	55	45
	VHDR	Very High Density Residential	14—20	55	45
	H'TDR	Highest Density Residential	20+	55	45
	CR	Retail Commercial		65	55
	CO	Office Commercial		65	55
	CT	Tourist Commercial		65	55
	CC	Community Center		65	55
	LI	Light Industrial		75	55
	HI	Heavy Industrial		75	75
	BP	Business Park		65	45
	PF	Public Facility		65	45
	SP	Specific Plan-Residential		55	45
		Specific Plan-Commercial		65	55
		Specific Plan-Light Industrial		75	55
		Specific Plan-Heavy Industrial		75	75
Rural Community	EDR	Estate Density Residential	2 AC	55	45
	VLDR	Very Low Density Residential	1 AC	55	45
	LDR	Low Density Residential	1/2 AC	55	45
Rural	RR	Rural Residential	5 AC	45	45
	RM	Rural Mountainous	10 AC	45	45
	RD	Rural Desert	10 AC	45	45
Agriculture	AG	Agriculture	10 AC	45	45
Open Space	C	Conservation		45	45
	CH	Conservation Habitat		45	45
	REC	Recreation		45	45
	RUR	Rural	20 AC	45	45
	W	Watershed		45	45

General Plan Foundation Component	General Plan Land Use Designation	General Plan Land Use Designation Name	Density	Maximum Decibel Level	
				7 am—10 pm	10 pm—7 am
	MR	Mineral Resources		75	45
Source: AMBIENT Consulting, Noise & Groundborne Vibration Impact Analysis, November 2024, Table 5.					

City of Coachella 2035 General Plan Update

The Noise Element of the City of Coachella 2035 General Plan Update has the following goals and policies related to noise in association with a project.

Goal 1. Land Use Planning and Design. A community where noise compatibility between differing types of land uses is ensured through land use planning and design strategies.

- *Policy 1.1 Noise Compatibility. Use the City's Land Use/Noise Compatibility Matrix shown in Figure 10-1 as a guide for planning and development decisions.*
- *Policy 1.2 Noise Analysis and Mitigation. Require projects involving new development or modifications to existing development to implement mitigation measures, where necessary, to reduce noise levels to at least the normally compatible range shown in the City's Land Use/Noise Compatibility Matrix in Figure 10-1. Mitigation measures should focus on architectural features, building design and construction, rather than site design features such as excessive setbacks, berms and sound walls, to maintain compatibility with adjacent and surrounding uses.*
- *Policy 1.6 Land Use and Community Design. Except in cases where noise levels are in the clearly incompatible range as shown in the City's Land Use/Noise Compatibility Matrix shown in Figure 10-1, prioritize the building design and character policies in the Land Use and Community Design Element over those in the Noise Element to ensure that new development meets the design vision of the City.*

Goal 2: A community where excessive noise from stationary sources is minimized.

- *Policy 2.1 Noise Ordinance. Minimize noise conflicts between neighboring properties through enforcement of applicable regulations such as the City's noise ordinance.*
- *Policy 2.2 Noise Control. Minimize stationary noise impacts on sensitive receptors and noise emanating from construction activities, private developments/residences, landscaping activities, night clubs and bars and special events.*
- *Policy 2.4 Industrial Uses. Require industrial uses engage in responsible operational practices that minimize noise impacts on adjacent residences and other noise-sensitive receptors require mitigation as needed for development of industrial uses near noise sensitive receptors.*

Goal 3. Mobile Source Noise. A community where excessive noise from mobile sources is minimized.

- *Policy 3.1 Roadway Noise. Where roadway noise exceeds the normally compatible range shown in the City's Land Use/Noise Compatibility Matrix shown in Figure 10-1, implement policies listed under Goal 1 to reduce the impacts of roadway noise on noise-sensitive receptors.*
- *Policy 3.2 Traffic Calming. Where roadway noise exceeds the normally compatible range shown in the City's Land Use/Noise Compatibility Matrix shown in Figure 10-1, consider the implementation of traffic calming measures such as reduced speed limits or roadway design features to reduce noise levels through reduced vehicle speeds and/or diversion of vehicle traffic.*

City of Coachella Municipal Code

The City's Noise Control Ordinance is contained in the Coachella Municipal Code, Title 7, Chapter 7.04, *Noise Control.* The Coachella Municipal Code establishes sound level limits related to stationary noise sources to control noise emanating from one property to another. Sound level limits within the City, which are based on 10-minute sound level averages (10-minute Leq), are shown below in Table 4.13-6, *Stationary Source Land Use Noise Standards*.

Table 4.13-6: Stationary Source Land Use Noise Standards

Receiving Land Use	Time	Applicable Ten-Minute Average Decibel Limit
Residential	6:00 a.m. – 10:00 p.m. 10:00 p.m. – 6:00 a.m.	55 45
Commercial	6:00 a.m. – 10:00 p.m. 10:00 p.m. – 6:00 a.m.	65 55
Source: AMBIENT Consulting, *Noise & Groundborne Vibration Impact Analysis,* November 2024, Table 3. Notes: If the measured ambient noise level exceeds the applicable limit as noted in the table in subsection (A) of this section, the allowable average sound level shall be the ambient noise level. The ambient noise level shall be measured when the alleged noise violation sources are not operating.		

Per Ordinance Section 7.04.070, construction activities are limited based on the time of year. Between October 1 and April 30 construction during weekdays is limited to the hours of 6:00 am to 5:30 pm and from 8:00 am to 5:00 pm on weekends and holidays. From May 1 to September 30, construction is limited to the hours of 5:00 am to 7:00 pm on weekdays and from 8:00 am to 5:00 pm on weekends and holidays.

4.13.3 IMPACT ANALYSIS

Thresholds of Significance

According to the State CEQA Guidelines Appendix G Environmental Checklist, to determine whether noise impacts are significant environmental effects, the following questions are analyzed and evaluated. The Project would have a significant noise impact if it would:

a) Generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies;
b) Generate excessive groundborne vibration or groundborne noise levels; or
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels.

Methodology

Construction (Short-Term Increases in Ambient Noise Levels)

It is important to note that no standardized criteria have been developed by the State of California, County of Riverside, or City of Coachella, for assessing construction noise impacts. However, as discussed in the Regulatory Framework subsection above, the FTA has identified criteria for the assessment of construction-generated noise levels. For noise-sensitive land uses, the FTA's recommended detailed analysis of construction noise identifies daytime and nighttime noise standards of 80 dBA Leq and 70 dBA

Leq, respectively (FTA 2018). These thresholds are based on an 8-hour average. To be conservative, these daytime and nighttime standards have been applied on an hourly basis. For the purpose of this analysis, construction-generated noise levels at nearby residential land uses that exceed the daytime and nighttime thresholds of 80 and 70 dBA Leq, respectively, would be considered to have a potentially significant impact.

Short-term noise impacts associated with construction activities were analyzed based on typical construction equipment noise levels and distances to the nearest residential land uses. As discussed in Section 2.0, Project Description, of this DEIR, the proposed Project is scheduled to be constructed in several phases with initial Phase 1 construction estimated to occur over approximately one (1) to five (5) years following Project approvals, and Phases II and III to occur over approximately five (5) to 10 years and 20 years, respectively. Construction noise levels were predicted for each phase of construction (site preparation, grading, building construction, and paving) based on representative off-road equipment noise levels derived from the Federal Highway Administration's (FHWA) Roadway Construction Noise Model based on average equipment usage rates and assuming a noise-attenuation rate of 6 dB per doubling of distance from the source. Anticipated construction activity equipment was derived from the air quality emissions modeling conducted for this project. To be conservative, construction-generated noise levels at nearby land uses were calculated assuming that all construction equipment would be operating simultaneously within approximately 50 feet of the nearest project site boundary. Construction equipment noise reference levels are listed in Table 4.13-7, *Typical Construction Equipment Noise Levels*.

Project Generated Vehicle Traffic (Long Term Increases in Ambient Noise Levels)

Existing and Existing Plus Project traffic noise levels were calculated using the FHWA roadway noise prediction model (FHWA-RD-77-108) based on California vehicle reference noise levels and traffic data obtained from the traffic analysis prepared for this project (GTS 2022). The proposed Project's contribution to traffic noise levels along area roadways was determined by comparing the predicted noise levels with and without project-generated traffic.

The Project site's proximity to SR 86 was also evaluated in light of the criteria presented in Exhibit 4.13-2, *Land Use Compatibility for Noise Exposure* and future-year traffic conditions derived from the City of Coachella General Plan (City of Coachella 2015), and traffic analysis prepared for this project and Predicted traffic noise levels are included in the Noise Study. The Project site is situated within the 65, 70 and 75 dBA CNEL noise contours. Per Exhibit 4.13-2, commercial and industrial land uses, i.e., office buildings, research and development, professional offices, etc. are considered to be normally compatible in noise environments that reach up to 75 dBA CNEL. Therefore, the proposed Project is consistent with the land use/noise compatibility criteria and conditionally acceptable in noise environments that reach up to 75 dBA CNEL.

Project Operational Noise (Long Term Increases in Ambient Noise Levels

Predicted on-site operational noise levels for stationary (non-transportation) noise sources were calculated using the SoundPlan, version 9.0, computer program, based on representative noise levels for similar equipment. The locations of stationary noise sources were based on information provided by the Project Applicant and information derived from the proposed Project site plans. The location of equipment at the proposed Imperial Irrigation District (IID) substation has not yet been determined. To be conservative, equipment associated with the proposed IID substation was placed along the substation's southern boundary, where it would be nearest to existing noise-sensitive land uses.

On-site vehicle traffic was derived from the traffic analysis prepared for the Project. Parking lot activity was assigned based on hourly vehicle trip generation rates and peak-hour on-site trip distribution assigned to the proposed land uses, derived from the traffic analysis prepared for the Project. Loading dock activity assumes that all loading docks would be in use simultaneously. In addition, each loading dock area was also assumed to include exterior mechanical equipment (e.g., compactor, generator).

Operational noise levels were calculated for both daytime and nighttime operations, based on hourly operational hours for proposed on-site land use provided by the Project Applicant. Based on information obtained from the Project Applicant, daytime operations for most on-site land uses, excluding the gas station minimart, would extend from 7:00 am to 9:00 pm. The gas station minimart is anticipated to operate until midnight. The proposed IID substation was assumed to operate 24 hours per day. To be conservative, predicted stationary-source operational noise levels at the nearest land uses were calculated assuming the maximum representative noise levels identified for on-site noise sources and that all on-site noise sources would be operating simultaneously. In addition, calculated on-site operational noise levels include on-site vehicle movement within parking areas, truck routes, and at the fast-food drive-through and gas station pumps. Predicted noise levels at nearby land uses were calculated at the nearest receiving property line and do not include shielding from intervening existing barriers.

Nearby existing land uses are located within the County south of Airport Boulevard. Therefore, operational source noise levels were compared to the applicable standards contained within the County of Riverside Municipal Code for determination of impact significance.

Groundborne Vibration

Predicted groundborne vibration levels were based on vibration levels and evaluation criteria derived from Caltrans, as noted in Table 4.13-3 in the Regulatory Framework discussion above.

Impacts

Impact 4.13.1 The proposed Project would not generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies (Less than Significant Impact With Mitigation Incorporated)

Construction Impacts

Construction noise for any project typically occurs intermittently and varies depending upon the nature or phase (e.g., demolition/land clearing, grading, excavation, erection) of construction, and equipment used (such as earth movers, material handlers, and portable generators). Although noise ranges were found to be similar for all construction phases, the grading phase tends to involve the most equipment and is typically the loudest phase (EPA 1971).

Typical noise levels for the construction equipment associated with the proposed Project are summarized below. As noted in Table 4.13-7, *Typical Construction Equipment Noise Levels*, noise levels generated by individual pieces of construction equipment typically range from approximately 77 to 85 dBA Lmax at 50 feet. Typical operating cycles may involve 2 minutes of full power, followed by 3 to 4 minutes at lower settings. Average hourly noise levels associated with construction equipment generally range from approximately 72 to 82 dBA Leq at 50 feet (FHWA 2008).

Table 4.13-7: Typical Construction Equipment Noise Levels

Equipment	Noise Level (dBA at 50 feet)	
	L_{max}	L_{eq}
Backhoes	78	74
Bulldozers	82	78
Compressors	78	74
Cranes	81	73
Concrete Pump Truck	81	74
Drill Rigs	79	72
Dump Trucks	77	73
Excavator	81	77
Generator	81	78
Gradall	83	79
Grader	85	81
Front End Loaders	79	75
Pneumatic Tools	85	82
Pumps	81	78
Rollers	80	73
Scrapers	84	80
Tractor	84	80
Source: AMBIENT Air Quality and Noise Consulting, *Noise & Groundborne Vibration Impact Analysis,* November 2024, Table 8. Notes: Based on measured instantaneous noise levels (Lmax), average equipment usage rates, and calculated average-hourly (Leq) noise levels derived from the FHWA Road Construction Noise Model (FHWA 2008)		

As discussed previously, the City has not adopted noise standards that apply to short-term construction activities. However, based on screening noise criteria commonly recommended by the FTA, construction activities are generally considered to have a potentially significant impact if average-hourly daytime noise levels exceed 80 dBA Leq or if average-hourly nighttime noise levels exceed 70 dBA Leq at noise-sensitive land uses (FTA 2018).

Predicted construction-generated noise levels at the nearest sensitive receptor for each construction phase are provided in Table 4.13-8, *Predicted Construction Noise Levels at the Nearest Sensitive Receptor.* There is an existing single-family residential neighborhood directly south of the Project site and Airport Boulevard. There are no other residential land uses in the Project area that are close enough to the Project site to be affected by Project construction noise. Construction noise at the nearest sensitive receptor for each construction phase was modeled using the RCNM.

Table 4.13-8: Predicted Construction Noise Levels at the Nearest Sensitive Receptor

Activity[1]	Predicted Noise Level (dBA L_{eq})[2]	Threshold[3] (Daytime/Nighttime)	Exceeds? (Daytime/Nighttime)
Site Preparation	86	80/70	**Yes/Yes**
Grading	89	80/70	**Yes/Yes**
Building Construction	87	80/70	**Yes/Yes**
Paving	87	80/70	**Yes/Yes**

Source: AMBIENT Air Quality and Noise Consulting, *Noise & Groundborne Vibration Impact Analysis,* November 2024, Table 9.

1. Equipment list based on project-specific information refer to Appendix A of the Noise Impact Study.

2. Assumes the operation of all activity equipment simultaneously.

3. Thresholds derived from FTA Detailed Construction Noise Analysis.

Threshold exceedances bolded

As shown in Table 4.13-8, construction noise at the nearest sensitive receptor located approximately 60 feet south of the Project site would range between 86 and 89 dBA Leq. Noise levels will be the loudest during the grading phase. Noise levels at this receptor and others near to it would exceed the FTA daytime standard of 80 dBA. Construction noise is not expected to exceed the nighttime noise standard of 70 dBA Leq because construction is limited to daytime hours per Coachella Municipal Code Section 7.04.070, *Construction Activities*. Therefore, Mitigation Measure NOI-1 is required to reduce construction noise at the residences located south of the Project site to reduce daytime construction noise levels to 80 dBA Leq or below. The mitigation measure includes muffler and engine shroud requirements, and the location of staging areas at the farthest possible distance from the existing residences to the south. The former will result in a reduction of approximately 10 dB in noise levels, which will reduce the noise levels shown in Table 4.13.-8 to less than 80 dBA Leq, consistent with the FTA standard. These measures, combined with the City's Municipal Code limitations on construction hours, will reduce construction noise impacts to less than significant levels.

Operational Impacts

On-site Stationary Noise Sources

On-site stationary source noise levels of primary concern would include a drive-thru restaurant, commercial-use HVAC units, warehouse mechanical equipment, commercial-use loading docks, and on-site vehicle parking areas, and the electrical substation, as discussed in further detail below.

Drive-Thru Restaurant

The proposed Project includes a drive-thru restaurant located near the southern boundary of the site. Noise levels associated with drive-thru restaurants are typically largely attributable to the operation of the drive-thru speaker box. Based on noise measurement data obtained from similar drive-thru operations, operational noise levels associated with speaker boxes and vehicle idling at the proposed drive-thru restaurant at the site, would result in average noise levels of approximately 55 dBA Leq at 30 feet from the speaker box. Since the proposed Project's future tenants are unknown at this time, the potential hours of operation of future drive-thru restaurant businesses are unknown. However, there are currently several existing 24-hour drive-thru restaurants in the City, as they are not prohibited in the City's Noise Control Ordinance (contained in the Coachella Municipal Code, Title 7, Chapter 7.04, *Noise Control.)*

Commercial Use Air Conditioning Units

Stationary source noise levels associated with the proposed commercial development would be predominantly associated with the use of exterior air conditioning units. Commercial use air conditioning units would be located on rooftop areas and shielded from direct public exposure. Noise levels associated with commercial air conditioning units can range from 60 to 65 dBA Leq at 3 feet.

Warehouse Mechanical Equipment

Noise sources commonly associated with warehouse uses typically include mechanical equipment such as backup power generators, trash compactors, and refrigeration condensing units. Noise levels associated with these types of equipment can vary depending on various factors, including equipment size, location, and hours of operation. Based on measurement data obtained from representative equipment, operational noise levels associated with backup power generators can reach levels of approximately 78 dBA Leq at 50 feet (FHWA 2008). Refrigeration condensers and trash compactors can generate noise levels of up to approximately 60 dBA Leq at 50 feet.

Warehouse Loading Docks

The proposed Project includes larger warehouses with loading docks located near the northern boundary of the site. Based on representative noise measurement data obtained from similar warehouse uses, noise levels associated with outdoor loading dock operations and material handling activities can generate noise levels of approximately 65 dBA Leq at 50 feet.

On-Site Parking Areas

The proposed Project would include multiple parking areas dispersed throughout the site. Noise levels associated with parking lots typically include vehicle operations, the opening and closing of vehicle doors, and the operation of vehicle sound systems. Parking lot noise levels can vary depending on a number of factors, including the number of parking spaces and site design. Proposed onsite parking areas would range in size from approximately 23 to 179 parking spaces. Assuming that all spaces would be accessed over an approximate one-hour period, average-hourly noise levels associated with parking areas of these sizes would range from approximately 49 to 58 dBA Leq at 50 feet (FTA 2019).

Electrical Substation

The proposed Project features an electrical substation located within the northern portion of the site. This IID facility would include a 1-25 megavolt ampere (MVA) 92/13.2 kilovolt (kV) transformer and a 92 kV transmission line and distribution system. The proposed IID substation would likely also require a cooling system. Noise generated by the electrical substation would be predominantly associated with transformers. To a lesser extent, noise would also be generated by transmission lines, switches, and cooling equipment. Based on data obtained for similar facilities, operational noise levels of a similar-sized electrical substation would range from approximately 60 to 80 dBA Leq at 6 feet (SMUD 2023).

Cumulative On-Site Stationary Noise Sources Impacts

To be conservative, operational impacts associated with the stationary sources at nearby land uses were assessed cumulatively, assuming that all onsite noise sources would operate simultaneously. It is important to note that predicted on-site noise levels also include vehicle movement associated with haul trucks traveling to and from the proposed warehouses, as well as vehicle traffic associated with other on-site land uses (e.g, parking areas, gas station, drive-thru restaurant, site entrances). Predicted noise levels were calculated for daytime and nighttime operations. Based on information obtained from the Project

Applicant, daytime operations for most on-site land uses, excluding the gas station mini-mart, would extend from 7:00 am to 9:00 pm. The gas station is anticipated to operate until midnight.

Predicted cumulative noise levels at nearby land uses are summarized in Table 4.13-9, *Cumulative Noise Levels at Nearby Noise Sensitive Receptors,* and compared to applicable County noise standards for determination of impact significance. As shown, predicted cumulative noise levels would not exceed applicable County daytime or nighttime noise standards. As a result, this impact would be considered less than significant**.**

Table 4.13-9: Cumulative Noise Levels at Nearby Noise Sensitive Receptors

Receiver[1]	Land use Type[2]	Predicted Daytime Noise Level (dBA L_{eq})[3]	Predicted Nighttime Noise Level (dBA L_{eq})[4]	Standard[5] (Daytime/ Nighttime)	Exceeds? (Daytime/ Nighttime)
1	Residential	54	44	55/45	No/No
2	Residential	50	43	55/45	No/No
3	Residential	48	41	55/45	No/No
4	Light Industrial	44	27	75/55	No/No
5	Light Industrial	46	23	75/55	No/No
6	Heavy Industrial	48	21	75/75	No/No
7	Heavy Industrial	49	36	75/75	No/No
8	Heavy Industrial	49	37	75/75	No/No

Source: AMBIENT Air Quality and Noise Consulting, *Noise & Groundborne Vibration Impact Analysis,* November 2024, Table 10.
1. Refer to Figures 7 and 8 for receiver locations.
2. Refer to Figure 5 for nearby land uses.
3. Daytime operation includes noise sources associated with all proposed land uses.
4. Nighttime operation includes noise sources associated with the proposed minimart gas station.
5. Applicable County noise standard is used for residential land uses to the south. Because nearby existing land uses are located within the County, predicted noise levels were compared to applicable County noise standards for determination of impact significance. Refer to Table 3.13-5 for County noise standards.
Threshold exceedances bolded

Roadway Traffic Noise

The potential for Project generated vehicle traffic to result in substantial increases in ambient noise levels was assessed by calculating the existing and existing plus project noise levels (by project phase) along each affected road segment and determining whether the increase that would result with Project implementation would be considered substantial. Existing and existing plus project traffic noise levels were calculated for four segments of Airport Boulevard for 2027 (opening year conditions), 2030, and 2045. Modeling parameters included lane width, speed, the average daily trip volume and are available in the Appendix to the Noise Study.

Predicted opening year 2027 traffic noise levels and increases associated with the implementation of the proposed Project are summarized in Table 4.13-10, *Predicted Increases in Opening Year 2027 Traffic Noise Levels*, below. As shown, implementation of the proposed Project would result in predicted increases in existing traffic noise levels of approximately 0.8 dBA CNEL/Ldn, or less; perceptible changes in ambient noise levels do not typically occur at levels below 3 dBA Caltrans Technical Noise Manual. https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/env/tens-sep2013-a11y.pdf

Table 4.13-10: Predicted Increases in Opening Year 2027 Traffic Noise Levels

Roadway Segment	Predicted CNEL/Ldn, 50 Feet from Near-Travel Lane Centerline			
	Without project	With project	Predicted Change	Significant Increase?
Airport Boulevard (SR-86 SB Ramps to SR-86 NB Ramps)	61.1	61.9	0.8	No
Airport Boulevard (SR-86 SB Ramps to Project Driveway)	62.1	62.9	0.8	No
Airport Boulevard (Project Driveway to Palm Street)	61.4	61.8	0.4	No
Airport Boulevard (Palm Street to Polk Street)	60.9	61.1	0.2	No

Source: AMBIENT Air Quality and Noise Consulting, *Noise & Groundborne Vibration Impact Analysis,* November 2024, Table 11.
Notes: Traffic noise levels were calculated using the FHWA roadway noise prediction model (FHWA-RD-77-108) based on data obtained from the traffic analysis prepared for this project. Predicted changes may not sum due to rounding.
Significant increase is defined as an increase of 3 dBA, or greater.

Predicted future year 2030 traffic noise levels, with and without the project, are summarized in Table 4.13-11, *Predicted Increases in Future Year 2030 Traffic Noise Levels*. Predicted increases in the future year 2030 traffic noise levels along area roadways with the implementation of the proposed Project would be approximately 0.2 dBA CNEL/Ldn or less. Increases in traffic noise along other area roadways would be less. Implementation of the proposed Project would not result in a readily noticeable increase (i.e., 5 dBA or greater) along area roadways that would exceed applicable standards.

Table 4.13-11: Predicted Increases in Future Year 2030 Traffic Noise Levels

Roadway Segment	Predicted CNEL/Ldn, 50 Feet from Near-Travel Lane Centerline			
	Without Project	With Project	Predicted Change	Significant Increase?
Airport Boulevard (SR-86 SB Ramps to SR-86 NB Ramps)	62.6	62.8	0.2	No
Airport Boulevard (SR-86 SB Ramps to Project Driveway)	63.5	63.6	0.2	No
Airport Boulevard (Project Driveway to Palm Street)	62.4	62.5	0.1	No
Airport Boulevard (Palm Street to Polk Street)	61.8	61.8	0.0	No

Source: AMBIENT Air Quality and Noise Consulting, *Noise & Groundborne Vibration Impact Analysis,* November 2024, Table 12.
Traffic noise levels were calculated using the FHWA roadway noise prediction model (FHWA-RD-77-108) based on data obtained from the traffic analysis prepared for this project. Predicted changes may not sum due to rounding.
Significant increase is defined as an increase of 3 dBA, or greater.

Table 4.13-12, *Predicted Increases in Future Year 2045 Traffic Noise Levels*, shows the predicted future year 2045 traffic noise levels, with and without the proposed Project. As indicated in the table below, predicted increases in the future year 2045 traffic noise levels along area roadways with the implementation of the proposed project would be approximately 0.2 dBA CNEL/Ldn or less. Increases in traffic noise along other area roadways would be less. Implementation of the proposed Project would not result in a readily noticeable increase (i.e., 5 dBA or greater) along area roadways that would exceed applicable standards.

Table 4.13-12: Predicted Increases in Future Year 2045 Traffic Noise Levels

Roadway Segment	Predicted CNEL/Ldn, 50 Feet from Near-Travel Lane Centerline			
	Without Project	With Project	Predicted Change	Significant Increase?
Airport Boulevard (SR-86 SB Ramps to SR-86 NB Ramps)	63.4	63.5	0.1	No
Airport Boulevard (SR-86 SB Ramps to Project Driveway)	64.1	64.3	0.2	No
Airport Boulevard (Project Driveway to Palm Street)	63.0	63.0	0	No
Airport Boulevard (Palm Street to Polk Street)	62.4	62.4	0	No

Source: AMBIENT Air Quality and Noise Consulting, *Noise & Groundborne Vibration Impact Analysis,* November 2024, Table 13.
Traffic noise levels were calculated using the FHWA roadway noise prediction model (FHWA-RD-77-108) based on data obtained from the traffic analysis prepared for this project. Predicted changes may not sum due to rounding.
Significant increase is defined as an increase of 3 dBA, or greater.

Implementation of the proposed Project would not result in substantial increases in either near-term or future traffic noise levels along area roadways. Therefore, impacts related to traffic noise along area roadways would be less than significant.

Compatibility of Proposed Land Uses

Because the proposed land uses are located within the City of Coachella, the compatibility of proposed land uses was evaluated in comparison to the City's noise standards for land use compatibility. The compatibility of proposed land uses was evaluated based on predicted future year traffic noise conditions for State Route 86 (SR 86) and Airport Boulevard. Future year traffic volumes for SR 86 were derived from the City of Coachella General Plan (City of Coachella 2015). Future year traffic volumes for Airport Boulevard were derived from the traffic analysis prepared for the proposed Project. Predicted future-year traffic noise levels and distance to traffic noise contours are shown in Table 4.13-13, *Compatibility of Proposed Land Uses with Roadway Traffic Noise*, below.

The City of Coachella's "Clearly Compatible" noise standards for office uses are 65 dBA CNEL/Ldn and 70 dBA CNEL/Ldn for commercial and industrial uses. Based on the traffic noise modeling conducted for future year conditions, predicted on-site traffic noise levels would range from approximately 68 to 75 dBA CNEL/Ldn. In comparison to the City's land use compatibility noise standards, predicted exterior noise levels at some proposed on-site office, and warehouse land uses would exceed the City's "Clearly Compatible" noise standard of 65 and 70 dBA CNEL/Ldn respectively. Predicted noise levels at these land uses would, however, fall within the "Normally Compatible" range. Based on the City's General Plan, construction of land uses within the "Normally Compatible" range shall only be undertaken after "an analysis of the noise reduction requirements is made and needed noise insulation features included in the design are determined. Conventional construction with closed windows and fresh air supply systems or air conditioning will normally suffice." (City of Coachella 2015).

With regard to the proposed on-site commercial and industrial uses, noise-sensitive interior areas would be largely limited to interior offices and meeting rooms. For such areas, an interior noise level of 52 dBA L_{eq} is typically recommended (Caltrans 2022). For newer building construction subject to current building insulation requirements, the average exterior-to-interior noise reductions typically range from approximately 25 to 30 dBA. Proposed on-site land uses would be constructed in compliance with current Green Building Code standards and fresh air supply systems incorporated per current regulatory requirements. Based on the predicted noise levels noted below and assuming a minimum exterior-to-interior noise reduction of 25 dBA, predicted interior noise levels of proposed on-site commercial and industrial uses would be approximately 50 dBA L_{eq}, or less. Predicted interior noise levels would not

exceed the commonly applied interior noise standard of 52 dBA L_{eq}. In addition, no noise-sensitive outdoor areas (e.g., outdoor seating) are associated with the proposed small businesses or warehouses. As a result, this impact would be less than significant.

Table 4.13-13: Compatibility of Proposed Land Uses with Roadway Traffic Noise

Roadway Segment		Distance to Future Year 2035 Traffic Noise Contours[2]					
		65 dBA CNEL/Ldn			70 dBA CNEL/Ldn		
SR 86 North of Airport Boulevard		631			293		
Land Use	Distance to Roadway Centerline (ft)[1]	Exterior Compatibility Standard	Predicted Exterior Noise Level[3]	Exceeds?	Interior Compatibility Standard	Predicted Interior Noise Level[3]	Exceeds?
Retail	400	70	68	**No**	52	**43**	**No**
Small Businesses	154	65	74	**Yes**	52	**49**	**No**
Warehouses/Utility/ Storage	134	70	75	**Yes**	52	**50**	**No**

Source: AMBIENT Air Quality and Noise Consulting, *Noise & Groundborne Vibration Impact Analysis,* November 2024, Table 14.
1. Represents the distance to the nearest proposed structure of each land use to the roadway centerline of SR 86.
2. Distance to traffic noise contours along SR 86 obtained from the City of Coachella General Plan (City of Coachella 2015).
3. Based on predicted noise levels from SR -86. Roadway Traffic Noise along other area roadways (e.g., Airport Boulevard) would be less. Interior standards based on FHWA noise abatement criteria for interior noise-sensitive commercial uses (Caltrans 2020).

Mitigation Measures

NOI-1 The Project Construction Contractor shall ensure adherence to the following noise reduction requirements during Project construction:

- The use of exhaust mufflers, and engine shrouds, that reduce equipment noise levels by approximately 10 dBA shall be required.
- Construction equipment staging areas shall be located the furthest distance possible from nearby noise-sensitive land uses, located on the central and western portions of the Project site, away from Airport Boulevard and the neighboring existing residential uses.

4.13.2 The proposed Project would not generate excessive groundborne vibration or groundborne noise levels (Less than Significant Impact)

Operational Impacts

No major stationary sources of groundborne vibration were identified in the area surrounding the proposed Project site, that would result in the long-term exposure of proposed on-site land uses to unacceptable levels of ground vibration. In addition, the proposed Project would not involve the use of any major equipment or processes that would result in potentially significant levels of ground vibration that would exceed standards at nearby existing land uses. Therefore, the Project would have a less than significant impact relative to operational groundborne vibration or noise impacts.

Construction Impacts

Initial construction activities associated with the proposed Project would require the use of various tractors, trucks, and jackhammers that could result in intermittent increases in groundborne vibration levels. The use of major groundborne vibration-generating construction equipment/processes (i.e., blasting, pile driving) is not anticipated to be required for the construction of future on-site land uses.

Groundborne vibration levels commonly associated with construction equipment are summarized in Table 4.13-14, *Representative Vibration Source Levels for Construction Equipment*. As depicted, groundborne vibration levels generated by construction equipment would be up to approximately 0.21 in/sec ppv or less at 25 feet (Caltrans 2020). The nearest existing structures to the proposed Project site are residential dwellings, the nearest of which is located approximately 60 feet south of the site. Assuming a maximum equipment vibration level of 0.21 in/sec ppv, or less, at 25 feet at the nearest Project site boundary, predicted groundborne vibration levels at this nearest residence would be 0.067 in/sec ppv. Predicted groundborne vibration levels would not exceed the minimum recommended criteria for structural damage or human annoyance (0.5 and 0.2 in/sec ppv, respectively) at nearby land uses. As a result, short-term groundborne vibration impacts would be considered less than significant.

Table 4.13-14: Representative Vibration Source Levels for Construction Equipment

Equipment	Peak Particle Velocity at 25 Feet (In/Sec)
Vibratory Roller	0.210
Large Bulldozers	0.089
Loaded Trucks	0.076
Jackhammer	0.035
Small Bulldozers	0.003
Source: FTA 2018, Caltrans 2020	

Mitigation Measures

No mitigation is required.

Impact 4.13.3 The proposed Project is located within the vicinity of a private airstrip or an airport land use plan but would not expose people residing or working in the project area to excessive noise levels (Less than Significant Impact)

The airport closest to the proposed Project site is the Jacqueline Cochran Regional Airport located approximately one (1) mile southwest of the site. However, as depicted in Appendix A of the Noise Study, the proposed Project site is not located within the projected 65 dBA CNEL noise contour associated with the Jacqueline Cochran Regional Airport. (Riverside County 2024). Therefore, implementation of the proposed Project would not result in the exposure of sensitive receptors to excessive aircraft noise levels, nor would the proposed Project affect airport operations. This impact is considered less than significant.

Mitigation Measures

No mitigation is required.

4.13.4 CUMULATIVE IMPACTS

Buildout of the City of Coachella and adjacent areas of unincorporated Riverside County would result in an increase of traffic throughout the City, as well as the operation of future projects in areas that were previously vacant and undeveloped. The development of vacant lots or the redevelopment of existing lots, and the resulting increase in traffic in the City and County would result in increased noise levels throughout the City and County and along local roadways.

Future development in the City and County, in addition to the proposed Project, would result in construction-related noise, which would lead to an increase in ambient noise. As discussed above, the Project's implementation of Municipal Code requirements would limit the time periods during which construction activities would occur to the daytime hours, in accordance with the City of Coachella and County of Riverside hourly restrictions on construction hours. In addition, Mitigation Measure NOI-1 would require the use of exhaust mufflers, and engine shrouds, that reduce construction noise levels by approximately 10 dBA, or more; and would require construction equipment staging areas to be located the furthest distance possible from nearby noise-sensitive land uses. Therefore, with incorporation of Mitigation Measure NOI-1, construction related noise levels would not exceed applicable noise standards and impacts would be reduced to less than significant levels and would not be cumulatively considerable.

Additionally, construction-related ground-borne vibration associated with future development in the City and adjacent areas of unincorporated Riverside County, including the proposed Project, would lead to a small increase in vibrations. However, as discussed above, groundborne vibration due to project construction is generally very limited as to how far it travels from any particular site. Further, the Project's groundborne vibration impacts during construction were determined to be less than significant. The Project would not create vibrations large enough to impact surrounding uses because even the most vibratory piece of construction equipment expected to be utilized on the Project site would not reach PPV in/sec levels that would trigger the potential for damage to structures. All future developments also would be required to comply with applicable General Plan Goals and Policies, as well as the City's and County's Municipal Codes, which establish hours of operation for construction activities in order to lessen the impacts of construction noise, which will also limit groundborne vibration to these hours. Therefore, cumulative groundborne vibration impacts from construction would therefore not be cumulatively considerable.

Operational noise under the proposed Project, as well as all future projects within the City would also be required to meet City noise standards as established under the City's General Plan and Municipal Code (refer to Exhibit 4.13-2, *Land Use Compatibility for Noise Exposure),* as well as the CALGreen noise standards, which are applied to new or renovation non-residential construction projects in California to control interior noise levels resulting from exterior noise sources; refer to the Regulatory Framework discussion above. As discussed above, the proposed Project's predicted operational cumulative noise levels would not exceed applicable City daytime or nighttime noise standards Similar to the proposed Project, future projects will be required to mitigate noise levels, as they occur, to below the acceptable levels established by the City or the County. Future development projects would also be required to comply with applicable policies under the City's and County's General Plan Noise Element, as well as other City and County codes and regulations related to operation of land uses. Cumulative impacts from operations would therefore not be cumulatively considerable.

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This section analyzes the potential physical environmental effects of proposed Project implementation related to population and employment opportunities. This section addresses the regulatory framework that would govern the proposed Project and also identifies appropriate mitigation measures to lessen the identified impacts, if necessary and identifies the appropriate City of Coachella 2035 General Plan Update policies that reduce any identified impacts.

4.14.1 SETTING

The community character of an area is generally reflected by such factors as the average population growth, ethnicity, income, home ownership rate, household size, and housing characteristics that are found within the Project area. This data can provide a snapshot of residents living in the community and help in developing a community profile, so that the affected environment can be correctly described as it relates to communities and neighborhoods. Demographic data for the City is presented below.

Population Growth

According to the US Census Bureau decennial 2020 data, the City has a total population of approximately 41,938 people, as shown in Table 4.14-1: *Population Growth in the City of Coachella*, a change of about 1,234 people from the decennial 2010 Census population estimates (US Census Bureau; 2023). The City's 2035 General Plan Update EIR had estimated a population increase of approximately 93,059 people between 2020 and 2035, or an average annual change of 15 percent (City of Coachella 2035 General Plan Update EIR; 2014).

Table 4.14-1: Population Growth in the City of Coachella

		2020	2035	2020-2035 Change	Avg. Annual Change
Population	40,704	41,938	135,000	93,059	15%

Source: US Census Bureau Quickfacts; accessed 2023

Ethnic and Racial Distribution

The City's ethnic and racial distribution is shown in Table 4.14-2, *Ethnic Distribution in the City of Coachella*. As shown in the table, the City's population is comprised of people who identify as the following: Hispanic or Latino (any race) (97.7 percent); White (12 percent); Black/African American (0.5 percent); American Indian/Alaskan Native (0.8 percent); Asian (0.3 percent), and Native Hawaiian/Other Pacific Islander (US Census Bureau; 2023). The table demonstrates that there is a concentration of people identifying as Hispanic or Latino (any race) within the City.

Table 4.14-2: Ethnic and Racial Distribution in the City of Coachella

Race and Hispanic Origin	Percentages
Hispanic or Latino	97.7
White	12.0
Black or African American	0.5
American Indian and Alaska Native	0.8
Asian	0.3
Native Hawaiian and Other Pacific Islander	0.0

Source**:** US Census Bureau Quickfacts; accessed 2023
Notes: The Federal government considers race and Hispanic origin to be two separate and distinct concepts. Hispanics and Latinos may be of any race; therefore, the Hispanic category overlaps with other categories. As a result, percentages do not add to 100 percent due to this overlap. The White, Black, American Indian, Hawaiian, and Other categories include persons identified with only one race.

Income

The median annual household income for the City is approximately $52,466 with a city-wide poverty rate of about 11.2 percent (US Census Bureau; 2023). The income ranges for the City's population are presented in Table 4.14-3, *Income Range in the City of Coachella*.

Table 4.14-3: Income Range in the City of Coachella

Income Range	Percent of Households
<$15,000	14.1%
$15,000 - $24,999	14.0%
$25,000 - $34,999	12.1%
$35,000 – $49,999	13.6%
$50,000 - $74,999	18.7%
$75,000 - $99,999	12.6%
$100,000 - $149,999	3.0%
$150,00 - $199,999	2.3%
$200,000 +	2.3%

Source: US Census Bureau 2023

Employment

According to its 6th Cycle Housing Element, the City has approximately 21,210 employed residents working across the 13 industrial sectors as indicated in Table 4.14-4, *Workforce by Industry in the City of Coachella*. Of these employment sectors, 10.4 percent of City residents work in management, 35.6 percent work in services, 18.3 percent work in sales, 23.2 percent work in natural resources such as agriculture, and 12.5 percent work in production. The average household size is 4.65 persons. In addition, the City's 6th Housing Element estimated that the City currently has a total of 10,631 housing units of which 10,126 units are occupied, resulting in a vacancy rate of 4.8 percent (City of Coachella Housing Element, 2023).

Table 4.14-4: Workforce by Industry in the City of Coachella

Industry	Estimated Work force
Agriculture, forestry, fishing and hunting, and mining	2,048
Construction	2,205
Manufacturing	936
Wholesale Trade	393
Retail Trade	3,318
Transportation and Warehousing and utilities	558
Information	185
Finance and insurance, and real estate	639
Professional, scientific, and management and administrative	2,853
Educational services, health care, and social working	2,621
Arts, entertainment, and recreation	3,642
Other services and public administration	1,179
Public Administration	635

Source: City of Coachella Housing Needs Assessment, 2023

Housing

There are approximately 15,669 total households and approximately 10,069 housing units located in the City. There is a 70.3 percent home ownership rate with housing values primarily in the range of $200,000 to $500,000. Rental units are estimated to cost residents between $800 to $1,000 per month (US Census Bureau; 2023). The City's Regional Housing Needs Allocation (RHNA) under its 6th Cycle Housing Element has projected housing needs and availability in the City for the period 2021-2029. A jurisdiction's RHNA typically divides housing types into Extremely Low, Very Low, Low, Moderate and Above Moderate units. The City's RHNA allocation is approximately 7,886 residential units by 2029. Of these, 2,032 units need to be Extremely Low, Very Low and Low Income units, 1,387 should be Moderate Income units, and 4,487 units may be Above Moderate Income units. Based on the City's 6th Cycle Housing Element, by the year 2029, the City will have a surplus of 3,228 housing units of which 586 are estimated to be Extremely Low, Very Low and Low Income units, 101 Moderate Income Units, and 2,538 Above Moderate Income units (City of Coachella Housing Element, 2023).

4.14.2 REGULATORY FRAMEWORK

Federal Regulations

There are no federal regulations that apply to population and housing.

State Regulations

State Housing Element Statutes

State housing element statutes (Government Code Sections 65580-65589.9), also known as the Housing Element law, mandate that local governments adequately plan to meet the existing and projected housing needs of all economic segments of the community. Housing Element law recognizes that in order for each local government to be able to adequately address housing needs and demand, local governments must adopt land use plans and regulatory systems that provide opportunities for, and do not unduly constrain, housing

development. As a result, state housing policy rests largely upon the effective implementation of local general plans and in particular, housing elements.

Regional Regulations

Southern California Association of Governments

The Southern California Association of Governments (SCAG) functions as the Metropolitan Planning Organization (MPO) for Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties, as well as incorporated cities within those counties, and as such it develops and maintains regional and local area socio-economic forecasting and allocation models (SCAG 2020). These estimates and projections are used for both federal and State long-range planning efforts. Additionally, these forecasts are used to help develop and analyze potential impacts stemming from both public and private sector projects.

The 2020 Connect SoCal is the most recent update to the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and represents the most likely future growth scenario for the region based on information available at the time it was prepared (SCAG 2020). SoCal Connect includes projections to 2045, accounting for a combination of recent and past trends and reasonable key technical assumptions. SCAG also sought input from local cities to prepare the RTP/SCS.

SCAG uses three major growth indicators for the region: population, households, and employment. SCAG's regional forecast maintains the balance between employment, population, and households assuming that employment growth is a driving force of regional population and household growth. Population, household and employment estimates and forecasts are maintained at the jurisdictional and county level. The employment-population-household forecast framework has been the basis for developing the growth forecast for the SCAG region (SCAG 2020).

Local Regulations

City of Coachella 2035 General Plan Update

The City of Coachella 2035 General Plan Update contains the following goals and policies related to population/housing that may be applicable to the proposed Project:

Land Use + Community Character Element

Goal 1. Development Regulations. A land development and regulatory system that reinforces the City's desire to grow from a small town to a medium sized city in a sustainable and orderly manner.

- *Policy 1.5* Subareas. Establish and utilize a system of subareas to efficiently plan and manage the City's growth. Each area of the City and Sphere of Influence shall be included in a subarea. All development and policy decisions shall conform to the vision and policies for that planning area, in addition to the citywide goals and policies. See Figure 3-24 for a map of the City's subareas.

Goal 2. Growth and Development. The successful transformation of Coachella from a small town into a medium-sized, full-service City that is a major economic center for the Coachella Valley.

- *Policy 2.1* Population and employment growth. Allow the City to grow from its current population of approximately 40,000 and 5,800 jobs to a maximum of 135,000 and 32,000 jobs by 2035.
- *Policy 2.2* Character and identity. Strive to maintain Coachella's existing small-town character, identity and cultural diversity as development occurs in the future. *Policy 2.11* New growth. Continue

to plan for future expansion and new growth on previously undeveloped areas. 2.12 High priority development areas. Identify subareas 5, 6, 7, 8, 9, 10, and 11 as Priority Growth Areas to be targeted for growth through City policies and actions and to receive priority for funding, community facilities and services.

Goal 11. Economic Development. A broad-based and long-term economic development environment for Coachella that is supportive of existing businesses and will attract new business and tourism.

- *Policy11.1* Long-term economic development. Support the development and implementation of long-term economic development strategies that seek to establish and keep new businesses and a strong-middle class in Coachella over the decades to come.
- *Policy 11.2* Regional presence. Encourage economic development strategies that will cause Coachella to become a major city in the Coachella Valley and a driving force behind the area's economy.
- *Policy 11.3* Regional jobs center. Encourage economic development strategies that will cause Coachella to become a jobs center for the Coachella Valley.
- *Policy 11.4* Diversified economy. Encourage economic development strategies that allow the City to move beyond reliance on its two main industries – agriculture and resort services – and transform itself to a mature mix of economic activity and job opportunities.
- *Policy 11.7* Job training. Expand job training opportunities for Coachella residents.
- *Policy 11.8* Development incentives. Consider incentives for new development that provides a substantial economic benefit to the community such as retail sales taxes, transient occupancy taxes or higher-paying jobs. Prohibit the provision of incentives that outweigh the direct benefits from the use.
- *Policy 11.15* Creative Economy. Prioritize strategies that will create an economy full of diverse talents, trades and goods for the City. For long lasting economic success, a range of services, arts, music, entertainment and retail should be supported on all scales of the City's economy.

Goal 12 Diversity of uses for economic development. Non-residential uses that creates a complete city and diversifies the local economy.

Goal 14. Regional Collaboration. A leader and partner in the region.

- *Policy 14.1* Sustainable development leadership. Establish the City as a regional leader in sustainable development and encourage compact, higher-density development that conserves land resources, protects habitat, supports transit, reduces vehicle trips, improves air quality, conserves energy and water and diversifies the housing stock in the Coachella Valley.

Community Health + Wellness Element

Goal 2 Healthy Housing. Safe, affordable and healthy housing for every stage of life.

- *Policy 2.14* Workforce housing. Prioritize the creation and retention of workforce housing in the City, including farm workers, civil service workers and young professionals.

Goal 6 Healthy Food Access. Safe and convenient access to healthy, affordable and culturally diverse foods with low concentrations of unhealthy food providers.

Goal 7 Jobs, Prosperity and Economic Development. Improved economic prosperity and vibrancy of households and businesses.

- *Policy 7.1* Workforce housing. Encourage qualified employees to live in Coachella through home buyer assistance and other programs.
- *Policy 7.2* Targeted employment training. Work with local schools, colleges, trade schools and non-profit scholarship organizations to ensure a trained and qualified workforce is available to meet the needs of projected growing industries that provide living wages for persons most in need.
- *Policy 7.3* Lifelong learning and professional development. Work with the school district and the Riverside County Regional Occupational Center/Program to support mentorship professional development and continuing education programs so working adults can expand their skills and embrace lifelong learning.
- *Policy 7.4* Socially responsible businesses. Develop programs to attract and retain socially responsible employers that can pay a living wage, provide health insurance benefits and meet existing levels of workforce education.
- *Policy 7.5* Formula retail. Consider requiring a conditional use permit for formula retail establishments (large national/multinational chains). The City Council can assess whether the new establishment will have any serious negative impacts on the local economy or public realm and propose potential conditions of approval.
- *Policy 7.6* Green technology. Adopt a green technology incubator for the Eastern Coachella Valley and recruit green technology entrepreneurs to locate in Coachella.
- *Policy 7.7* Healthy workplace. Encourage local employers to adopt employee programs and practices such as health challenges (e.g., weight loss contests, stop smoking, lunchtime/worktime sponsored events, bike to work days), healthy food choices and healthy work environments. The City can provide incentives (such as priority permit processing) to "healthy employers" that provide employee health benefits such as paid sick days, health insurance, gym membership, among others.

Housing Element

Goal A: Facilitate the Development of a Variety of Housing Types to Provide Adequate Housing in the City to all Households

- *Policy a* Land Use Controls. Use the Land Use Element of the General Plan and the Zoning Code to ensure the availability of adequate sites for a variety of housing types.
- Policy b) Varying Densities. Employ a range of housing densities to provide housing for all economic segments of the community consistent with good planning practice.
- Policy c) Infill and Contiguous Land. Maximize use of vacant land within the city and contiguous to existing development in order to reduce the cost of off-site improvements and create a compact city form.
- Policy d) Compatible Uses. Ensure the compatibility of residential areas with surrounding uses through the separation of potentially hazardous or damaging uses, construction of adequate buffers, and other planning and land use techniques.

4.14.3 IMPACT ANALYSIS

Thresholds of Significance

The impact analysis provided below is based on the following State CEQA Guidelines Appendix G thresholds of significance. Population and housing impacts are considered to be significant if implementation of the Project would:

- Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure); or
- Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere.

Methodology

Evaluation of potential population and housing impacts of the proposed Project is based primarily on information gathered from the US Department of Finance and US Census Bureau. Implementation of the proposed Project was compared to the existing conditions to determine the impacts due to population and housing.

Impacts

Impact 4.14.1: Implementation of the proposed Project would not induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure) (Less than Significant Impact).

The proposed Project would develop a currently vacant site with light industrial, storage and warehouse spaces, office uses, gas station and convenience store, fast food retail, as well as utility power infrastructure to be operated by IID. Although there is no housing proposed for the site, the Project would generate approximately 741 new employment opportunities in the City of Coachella. This increase in new employment opportunities in the city has the potential to increase the city's existing population from 41,941 to account for the new employees and their families, who may require additional housing opportunities in the City.

While it is likely that many of the Project employees would be drawn from existing residents of the City of Coachella and surrounding communities, there is the potential for the Project to draw new employees to the area that could increase the need for housing; however, the City's 6th Cycle Housing Element also estimates that with its existing and planned future residential development, the City would have a surplus of 3,225 housing units by 2029. Therefore, any potential increases in the City's population and therefore housing needs generated by the proposed Project would be accommodated by the anticipated increase in housing units elsewhere in the City. Impacts would therefore be less than significant.

Mitigation Measures

No mitigation is required.

Impact 4.14.2 Implementation of the proposed Project would not displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere (No Impact).

The proposed Project site is on currently vacant parcels that have no housing or people living on the site. The proposed Project therefore would not displace people or require the construction of replacement housing elsewhere. Therefore, no impact would occur.

Mitigation Measures

No mitigation is required.

4.14.4 CUMULATIVE IMPACTS

The proposed Project would involve the development of currently vacant parcels into a business park primarily with warehouse, offices, storage and commercial uses along with an electrical substation, consistent with planned future development of the site according to the site's General Plan land use designation. With approximately 767 acres of vacant land in the City, cumulative development around the proposed Project area in combination with development facilitated by the City of Coachella 2035 General Plan Update and County of Riverside General Plan may result in increased population, job, and housing projections. But this growth is consistent with the adopted General Plans and with population and housing projections under the City's 6th Cycle Housing Element, which estimates that with its potential and capacity for future residential development, the City would have an excess of extremely low, very low, low, moderate as well as above moderate housing units by 2029.

The proposed Project and any future development in the City would also be consistent with the Southern California Association of Governments (SCAG) Connect SoCal/2020 Regional Transportation Plan and Sustainable Communities Strategy that reviewed long term growth potential in Riverside County (Connect SoCal 2020; adopted September 2020), as discussed in Section 4.11, *Land Use and Planning*, of this DEIR. Connect SoCal estimated that population in Riverside County would increase to 606,000 persons with an estimated 338,000 employed persons, under SCAG's future growth horizon of 2050. The proposed Project would satisfy the Connect SoCal goal to support a sustainable, efficient and productive regional economic environment that would improve access to jobs in the region, as well as advancing a resilient and efficient goods movement system that supports the economic vitality of the region. The site is located immediately adjacent to SR 86 and the Airport Boulevard ramps; as such, trucks and other traffic have immediate access to regional connections, without having to travel through residential neighborhoods, and the length of trips off the freeway will be minimized. In particular, the Project would satisfy the following Connect SoCal policies:

- Policy 83. Foster a positive business climate by promoting regional collaboration in workforce and economic development between cities, counties, educational institutions and employers
- Policy 84. Encourage inclusive workforce development that promotes upward economic mobility
- Policy 86. Foster a resilient workforce that is poised to effectively respond to changing economic conditions (e.g., market dynamics, technological advances and climate change)
- Policy 87. Inform and facilitate data-driven decision-making about the region's workforce

The proposed Project is anticipated to produce 741 new jobs in the City, in a variety of areas and sectors, some of which would be satisfied by current residents in the City. Since the new jobs under the proposed Project may involve the relocation of new residents to the City, there are approximately 1,108 housing units that would be available under project entitlements that are already underway in the City. In addition, the City anticipates having a total of 3,225 housing units by 2029, which will also provide any additional housing needed by the proposed Project and other planned future projects in the City. In relation to all cumulative development

projects in the City, the proposed Project would not cause or contribute to significant unplanned population growth

Therefore, although implementation of the proposed Project would increase density and intensity of existing land uses in the City, the Project site is planned for such growth in the General Plan and other long-term planning documents, and the proposed Project would not cause a cumulatively considerable contribution to any cumulative impacts associated with population and housing.

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This section analyzes the potential physical environmental effects of proposed Project implementation related to public services, including fire and police protection, public schools, schools and libraries. This section also includes the regulatory framework necessary to assess potential environmental impacts from the proposed Project and identifies the appropriate City of Coachella 2035 General Plan Update policies that reduce any identified impacts.

Unlike other sections of this EIR, this section is structured to address each public service separately, because of the structure of the CEQA checklist. Local fire and police protection facilities are identified in Exhibit 4.15-1, *Police and Fire Services*. All other local public services facilities are identified in Exhibit 4.15-2, *Public Services*.

FIRE PROTECTION

4.15.1 SETTING

Regional

Fire protection services in unincorporated Riverside County are provided by the California Department of Forestry and Fire Protection (CalFire). CalFire is an all-hazards response team, responding to floods, fires, earthquakes, medical aid, hazardous material spills, search and rescue missions and other disasters (CalFire; 2023). CalFire protects over 31 million acres of California's wildlands and provides emergency services in 36 counties in the State. It operates approximately 94 fire stations in 17 battalion units, the majority of which (51 stations) are located in Riverside County. Additional fire protection services and resources are provided by Riverside County Fire Department (RCFD), which is administered and operated by CalFire to provide fire protection and medical services to 21 cities, including the City of Coachella.

Local

Fire protection is provided to the City of Coachella and specifically to the proposed Project site, by CalFire RCFD Fire Station #79, located at 1377 6th Street, approximately 3 miles northwest of the Project site. The RCFD's Fire Prevention Division works in conjunction with the City's Planning, Public Works, and Building Departments to ensure that all new construction and remodels are built in compliance with local and State building and fire codes, including the provision of adequate emergency access and on-site fire protection measures.

Station #79 is staffed by 18 full time personnel with a minimum of three (3) Chiefs, three (3) Fire Captains, and six (6) fire fighters/paramedics/fire apparatus engineers, 10 volunteer firefighters (City of Coachella; website accessed 2024). The fire station is a full-service station staffing two (2) Type One engines with three (3) on-site employees. Although Station #79 handles most of the incidents in and around the City, staff at Engine 79 work with supplementary units from the Indio, La Quinta and/or Thermal Fire Stations.

RCFD's goal is to have the first engine company arrive on a scene within five (5) minutes of an incident. Response times within the City average approximately four (4) minutes or less. RCFD fire services respond to all medical emergency calls with the nearest available unit within the following time frames based on land use category (City of Coachella 2035 General Plan Update EIR):

- Outlying: 15 minutes
- Rural: 10 minutes
- Urban: 5 minutes
- Heavy Urban: 5 minutes

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Police and Fire Services

Coachella Business Park Development

Exhibit

4.15-1

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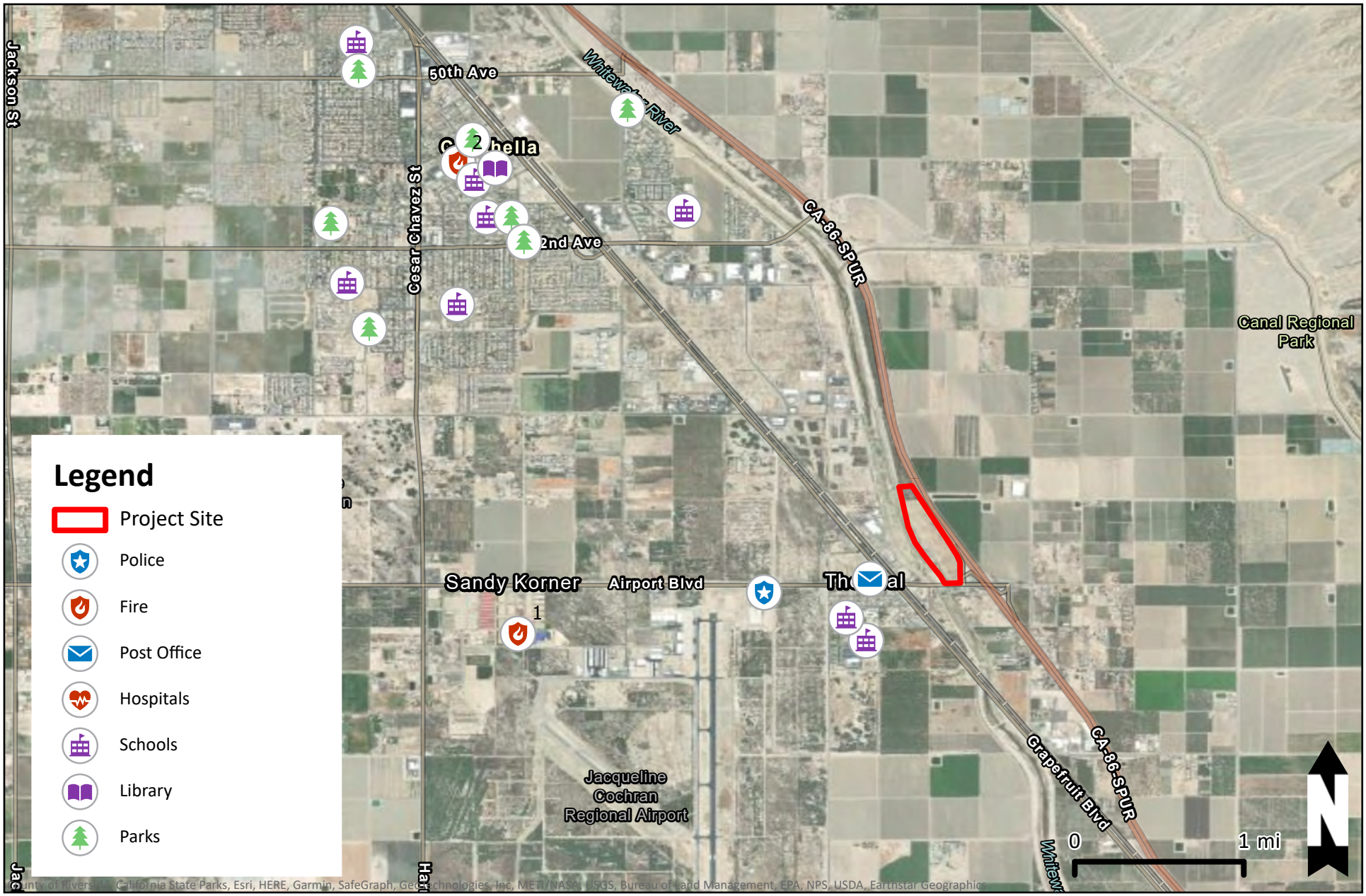

Public Services

Coachella Business Park Development

Exhibit

4.15-2

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Other existing fire stations proximate to the City of Coachella and the Project site include:

- Fire Station #87, located approximately 4.5 miles northwest of the Project site at 42900 Golf Center Parkway in the City of Indio;
- Fire Station #86, located approximately 5.5 miles west of the Project site at 46990 Jackson Street in the City of Indio; and
- Fire Station #39, located approximately 7.5 miles south of the Project site at 86911 Avenue 58 in the unincorporated community of Thermal.

Through the Regional Fire Service System, the City receives an immediate response from the outlying stations, including personnel and equipment for any major event or multiple events that may occur within the City. Common national standards for fire service are one firefighter staff person per 1,000 City residents. Coachella currently has 0.8 firefighters per 1,000 residents (City of Coachella 2035 General Plan Update EIR)

4.15.2 REGULATORY FRAMEWORK

Federal Regulations

National Fire Protection Association

The National Fire Protection Association (NFPA) is an international nonprofit organization that provides consensus codes and standards, research, training, and education on fire prevention and public safety. The NFPA develops, publishes, and disseminates more than 300 consensus codes and standards intended to minimize the possibility and effects of fire and other risks. The NFPA publishes the NFPA 1, Uniform Fire Code, which provides requirements to establish a reasonable level of fire safety and property protection in new and existing buildings.

National Fire Plan 2000

The National Fire Plan (NFP) was developed under Executive Order 11246 in August 2000, following a landmark wildland fire season. Its intent is to actively respond to severe wildland fires and their impacts to communities while ensuring sufficient firefighting capacity for the future. The plan addresses firefighting, rehabilitation, hazardous fuels reduction, community assistance, and accountability.

Occupational Safety and Health Act

The Occupational Safety and Health Act of 1970 led to the founding of the Occupational Safety and Health Administration to assure safe and healthful working conditions for all workers by setting and enforcing standards and by providing training and education. The required safety and health regulations for construction sites are included in the Code of Federal Regulations, Title 29, Part 1926. Safety requirements related to fire protection and prevention for construction sites are provided in Part 1926, Subpart F, and generally include the provision of fire suppression and fire-fighting equipment on construction sites, sufficient water supply, and requirements for keeping storage sites free from accumulation of unnecessary combustible materials. In California, the Division of Occupational Safety and Health, also known as Cal/OSHA, is responsible for administering these safety and health requirements.

State Regulations

State Multi-Hazard Mitigation Plan

The State Multi-Hazard Mitigation Plan (SHMP) intends to significantly reduce deaths, injuries, and other losses attributed to natural and human-caused hazards in California. The SHMP provides guidance for hazard mitigation activities emphasizing partnerships among local, state, and federal agencies as well as the private sector. The SHMP is federally required under the Disaster Mitigation Act of 2000 in order for the state to receive federal funding in case of disaster. The California Office of Emergency Services prepares the California SHMP, which identifies hazard risks, and includes a vulnerability analysis and a hazard mitigation strategy.

California Building Code - California Code of Regulations, Title 24, Part 2

The California Building Code (CBC) contains general building design and construction requirements relating to fire and life safety, structural safety, and access compliance. CBC provisions provide minimum standards to safeguard life or limb, health, property, and public welfare by regulating and controlling the design, construction, quality of materials, use and occupancy, location, and maintenance of all buildings and structures and certain equipment.

California Fire Code

State fire regulations are set forth in California Health and Safety Code Sections 13000 et seq., which include regulations for building standards (also set forth in the California Building Code), building and equipment design, such as fire-rated construction, alarm systems, sprinkler systems, and means of egress; requirements for specific land uses, including airports, dry cleaners, gas stations, and automotive service businesses; hazardous materials; fire flow requirements; and fire hydrant spacing. Other fire safety requirements of the California Fire Code (CFC) are related to the provision of fire resistance standards for doors, building materials, and particular types of construction, and clearance of debris within a prescribed distance from occupied structures within wildfire hazard areas. The CFC is updated on a three-year cycle, and the 2022 CFC took effect on January 1, 2023.

The California Fire Code incorporates the International Fire Code (IFC) with necessary California amendments. The IFC prescribes regulations consistent with nationally recognized good practices for the safeguarding, to a reasonable degree, of life and property from the hazards of fire or explosion. It also addresses dangerous conditions arising from the storage, handling, and use of hazardous materials and devices; conditions hazardous to life or property in the use or occupancy of buildings or premises; and provisions to assist emergency response personnel.

Local Regulations

City of Coachella Fire and Emergency Medical Services Master Plan

The *City of Coachella Fire and Emergency Medical Services Master Plan* (Master Plan) (July 2007) is the long-range comprehensive document for the City. The plan defines the current and future fire-emergency medical protection environment, defines acceptable life and property risk levels, defines the optimal fire protection-emergency medical system which provides the level of service commensurate with the level of accepted risk, establishes policy in advance of change, permitting control of, rather than reaction to, the fire emergency-medical environment, identifies and justifies the resources necessary to develop and operate the fire protection-emergency medical system. The RCFD implements the Master Plan (City of Coachella 2035 General Plan Update EIR).

City of Coachella Municipal Code

Coachella Municipal Code Title 4, *Revenue and Finance*, establishes provisions for assessing and collecting fees as a condition of development approval for the costs of constructing public facilities related to the development project. Pursuant to Coachella Municipal Code Chapter 4.45, *Development Impact Fees*, the City collects the Development Impact Fees (DIF) for public facilities in order to mitigate environmental impacts derived from projects. The DIF is the property owner's fair share of the estimated cost to construct additional facilities to serve a project. The DIF also requires developer fees for public safety capital improvement facilities. Specifically, the following subsections state:

Section 4.45.030: Need for public facilities:

In order to implement the goals and objectives of the city's general plan and applicable specific plans by accommodating the need for public facilities and mitigating the financial and physical impacts for all development projects within the city, the following public facilities must be constructed, installed, and paid for or financed:

1. General government facilities
2. Library facilities
3. Park and recreation facilities
4. Street facilities
5. Fire facilities
6. Police facilities

Section 4.45.060: Use of Development Impact Fees:

(B) Library facilities fees will be used for the land acquisition and construction costs of a public library facility as part of the Riverside County Library System, to serve the new residential development in the city.

(C) Park and recreation facility fees will be used to ensure that city park land dedicated pursuant to the 2006 Parks and Recreation Master Plan which incorporated the standard for parkland dedication in-lieu fee as allowed under the Quimby Act of three acres per thousand population, or otherwise, will be improved with the financial resources provided by this development impact fee in addition to those of the Coachella Valley Parks and Recreation District.

(E) Fire facility fees ensure residents of the city have adequate fire protection facilities including buildings, land, equipment and vehicles based on the facility standard of one fire station for every three thousand (3,000) dwelling units.

(F) Police facility fees ensure residents and workers of the city have adequate police protection facilities including buildings, land, equipment and vehicles.

Title 15: Buildings and Construction

Adopts the 2022 *California Building Code for Building, Electrical, Mechanical, Plumbing and Fire* and establishes the administration provisions for regulating the construction, alteration, repair, removal, use and occupancy and maintenance of all buildings and/or structures in the city.

Chapter 15.24: Fire Code

Prescribes performance characteristics and materials to be used to achieve acceptable levels of fire protection and outlines fire protection standards for the safety, health, and welfare of the citizens of the City.

City of Coachella 2035 General Plan Update

The City of Coachella 2035 General Plan Update contains the following goals and policies related to public services in the City:

Infrastructure + Public Services Element

Goal 7. **Police and Fire Services. Improved public safety, increased fire safety and quality emergency medical services.**

Policy 7.5 Review of new development. Encourage the police department will continue to work with the Community Development Department to review and modify development proposals to incorporate "defensible space" concepts and other public safety design concepts into new development.

Policy 7.8 Development impacts. Require new development in the City to mitigate project related impacts to police and fire services.

Policy 7.13 Water pressure. Ensure that sufficient water service and pressure is available throughout the City for use in firefighting.

Policy 7.14 Service funding. Explore funding sources, such as impact fees from development or parcel taxes, to ensure a high level of fire services for the City.

Policy 7.16 Fair-share contributions. Establish a development impact fee program that requires individual development projects to pay fair-share contributions to public safety infrastructure needs.

4.15.3 IMPACT ANALYSIS

Thresholds of Significance

Based on Appendix G of the State CEQA Guidelines for determining impacts related to public services, the proposed Project would have a significant impact if it would:

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

Fire Protection Methodology

Evaluation of potential impacts to public services of this Project is based on information from the City of Coachella 2035 General Plan Update EIR, 2014.

Impacts

Impact 4.15.1 Implementation of the Project would not result in substantial adverse physical impacts associated with the provision of 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 for fire protection services (Less Than Significant Impact)

The City contracts with RCFD for fire protection and emergency medical services. This contract includes fire suppression, fire prevention, paramedic services, hazardous materials response, urban search and rescue response and other related services.

The City is primarily served by Fire Station #79, which is located approximately 3 miles to the northwest of the proposed Project site. Current actual response times by Fire Station #79 meet or exceed the goals established in the City's *Fire and Emergency Medical Services Master Plan*, which requires fire and related emergency response between 5 and 15 minutes based on land use categories (City of Coachella General Plan EIR; 2014). The travel time from Fire Station #79 to the proposed Project site is estimated between 7-12 minutes during non-peak hour traffic.[1] It should be noted that travel time to the proposed Project site is an estimate to represent the average driving time for a typical automobile to reach the site from the fire station; however, response times to emergency calls within the City average 3.5 minutes or less approximately 85 percent of the time.[2]

Although the proposed Project would develop a current vacant parcel with commercial, storage and industrial buildings, all proposed buildings would be required to include Project design features, fire safe building materials, and to install water mains, laterals, and hydrants to provide fire flow to all areas of the site. In addition, all buildings onsite would be equipped with in-house fire protection sprinkler systems. New water lines would be constructed on the proposed Project site and would connect to existing CWA water lines, as well as proposed 30-inch water lines to be constructed to the west, along Grapefruit Boulevard and to the southwest of the site, across the CVSC. The proposed Project site would also have access to connect to existing Coachella Valley Water District (CVWD), as well as new 12-inch water lines proposed south of Airport Boulevard. This would ensure that the site has adequate water supplies for general use, as well as during water needs for potential fire protection services.

The proposed Project site's main access would be located at the signalized intersection with Airport Boulevard along the site's southern boundary, with two main roads providing north/south access internal to the site. A secondary right-in only access road is proposed between the SR 86 off ramp and the main signalized Project entrance, which is subject to California Department of Transportation (Caltrans) approval. If Caltrans approval cannot be obtained, this access would be gated and available for emergency access only. The site's internal roadway system would be designed with adequate fire access and turning radii throughout the Project site, in accordance with the standards and requirements of the RCFD, Caltrans and the City.

In accordance with the City of Coachella 2035 General Plan Update Infrastructure + Public Services Element Policies 7.14 and 7.16, the Project Applicant would also be required to pay Fire Facility Impact Fees to fund future fire facilities and additional staff and equipment as needed, to serve the proposed Project area and future development in the area. The proposed Project would be required to comply with all applicable City development standards and fire safety codes, consistent with City of Coachella 2035 General Plan Update

[1] Distances and driving times were calculated using Google Maps, driving directions, and measurement tools.
[2] City of Coachella, Fire Station Information, http://www.coachella.org; accessed 2024.

Policies 7.5, 7.8 and 7.13 as they relate to concepts of defensible space and providing sufficient water pressure on site, as well as all applicable State and federal fire safety standards during proposed Project construction and operation. Therefore, impacts related to fire protection and emergency response services would be less than significant.

Mitigation Measures

No mitigation is required.

POLICE PROTECTION

4.15.4 SETTING

Regional

Police protection services regionally for the Coachella Valley are provided by the Riverside County Sheriff's Department (RCSD). RCSD is the largest law enforcement agency in the State, covering over 7,300 square miles and staffed with over 4,000 personnel. The RCSD has most of its officers dedicated to the Patrol Division with the remaining deputies dedicated to special assignments such as the Citizen Army Training (C.A.T.), School Resources, and Gang and Narcotics Enforcement. Support law enforcement services include Emergency Services, K-9, Forensic Services and other specialized teams.

Local

The City contracts for law enforcement services with RCSD. The Coachella Police Department (CPD) station is located at 86625 Airport Boulevard in the community of Thermal, located approximately 4.5 miles to the southwest. This station serves the eastern half of the Coachella Valley, which includes the cities of Coachella and La Quinta, and the Southern Coachella Valley Community Services District, as well as other unincorporated areas in the County of Riverside. The RCSD provides first responder services, police services, emergency response, mutual aid coordination services, criminal law enforcement, court services, and coroner and public administrator services. Based on the Riverside County's Sheriff's Department's most recent available published quarterly report (dated September 30, 2020), their typical response times, depending on the police station's distance to a call for police services, vary by the type of service required as follows: 5.06 minutes total response time to Priority 1 calls (involving immediate threat to life or property); 13.70 minutes total response time to Priority 2 calls (involving urgent but not immediate threat to life or property); 25.90 minutes total response time to Priority 3 calls (non life-threatening); and 32.21 minutes total response time to Priority 4 calls (non-emergency calls). CPD employs a total of 36 sworn officers and two (2) nonsworn positions, for a total of 38 positions. Of these, nine (9) deputies are dedicated to the City per day, correlating to three (3) deputies per shift, three (3) shifts per day, for continual 24-hour service, and 24 deputies are dedicated to the patrol division with the remaining officers dedicated to special assignments, such as a C.A.T., School Resources, and Gang and Narcotics Enforcement, Emergency Services, K-9, Forensic Services and other specialized teams. In addition, the CPD also employs investigators, the Chief of Police, the Assistant Chief of Police, one sergeant, and multiple volunteers.

The RCSD recommends a service level of 1.2 staff per 1,000 residents; however, the City of Coachella 2035 General Plan Update Infrastructure + Public Services Element requires a higher level of staffing of 1.3 sworn officers per 1,000 residents. With a population of approximately 41,938 residents, the ratio of sworn officers to residents is currently 0.9 or approximately 1 officer/1,000 residents.

In addition to law enforcement services provided by the CPD and RCSD, the California Highway Patrol (CHP) provides law enforcement services along Interstate 10 (I-10) in the vicinity of the Project area.

Lastly, the City also maintains a formal mutual aid agreement with the California Governor's Office of Emergency Services for law enforcement and emergency services, as well as a mutual aid agreement with the cities of Indio, Palm Springs, and Desert Hot Springs Police Departments for law enforcement and emergency services. These Departments work together on a daily basis to assist each other with law enforcement services, including response to calls, follow-up investigations, limited patrol, and limited traffic control, when a need arises (City of Coachella General Plan EIR, 2014).

4.15.5 REGULATORY FRAMEWORK

Federal Regulations

Occupational Safety and Health Act
See EIR Section 4.15.2.

State Regulations

California Constitution Article XIII, Section 35
Section 35 of Article XIII of the California Constitution was adopted by the voters in 1993 under Proposition 172. Proposition 172 directed the proceeds of a 0.50-percent sales tax to be expended exclusively for local public safety services. California Government Code Sections 30051-30056 provide rules to implement Proposition 172. Public safety services include police protection. Section 30056 provides that cities are not allowed to spend less of their own financial resources on their combined public safety services in any given year compared to the 1992-93 fiscal year. Therefore, an agency is required to use Proposition 172 to supplement its local funds used on police protection, as well as other public safety services. Section 35 at subdivision (a)(2) provides: "The protection of public safety is the first responsibility of local government and local officials have an obligation to give priority to the provision of adequate public safety services."

State Multi-Hazard Mitigation Plan
See EIR Section 4.15.2.

Local Regulations

City of Coachella Municipal Code
Section 4.45 of the Coachella Municipal Code establishes impact fees for several service categories including General Government, Fire, Police, Parks, Library, and Streets/Transportation. The DIF is the property owner's fair share of the estimated cost to construct additional facilities to serve the proposed Project.

City of Coachella 2035 General Plan Update
The City of Coachella 2035 General Plan Update contains the following goals and policies related to public services in the City:

Infrastructure + Public Services Element
Goal 7. Police and Fire Services. Improved public safety, increased fire safety and quality emergency medical services.

Policy 7.8 Development impacts. Require new development in the City to mitigate project related impacts to police and fire services.

Policy 7.16 Fair-share contributions. Establish a development impact fee program that requires individual development projects to pay fair-share contributions to public safety infrastructure needs.

4.15.6 IMPACT ANALYSIS

Thresholds of Significance

Based on Appendix G of the State CEQA Guidelines for determining impacts related to public services, the proposed Project would have a significant impact if it would:

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

Methodology

Evaluation of potential impacts to public services of this Project is based on information from the City of Coachella 2035 General Plan Update EIR. A detailed list of resources used in the completion of the analysis in this section and where each can be found is included under References located at the end of the section.

Impacts

Impact 4.15.2 Implementation of the Project would not result in substantial adverse physical impacts associated with the provision of 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 for law enforcement services (Less Than Significant Impact)

The proposed Project would develop an approximate 47.96-acre site that is currently vacant with a business park for commercial, office and industrial uses. No residential properties would be located onsite although the proposed Project anticipates providing 741 new employment opportunities. The proposed Project site is within the jurisdiction of the CPD station located at 86625 Airport Boulevard, in the community of Thermal, approximately 4.5 miles to the southwest

The City contracts with the RCSD for law enforcement and protection services. In addition, the City maintains a formal and informal mutual aid agreement with the State of California Governor's Office of Emergency Services and the cities of Indio, Palm Springs, and Desert Hot Springs Police Departments for law enforcement and emergency services.

The City currently has a population of approximately 41,938 people (City of Coachella Housing Element, 6th Cycle; 2023). CPD provides approximately 0.86 officers per 1,000 residents,[3] which is lower than the City's General Plan service ratio goal of 1.3 officers/1,000 population. As a commercial and industrial project, it is anticipated that the majority of proposed Project employees generated would be drawn from existing City and area residents and, therefore, the proposed Project itself would not materially reduce the officers per resident ratio or worsen

[3] Formula: (36 sworn officers X 1,000 population)/41,938 current population).

existing response times for existing City residents. In addition, all new residential and non-residential development in the City is required to comply with City of Coachella 2035 General Plan Update Infrastructure + Public Services Element Policies 7.8, and 7.16, which require the proposed Project to pay the DIF to fund the proposed Project's fair share of costs necessary to maintain adequate levels of police support at the site and within the City. Further, any sales tax revenue generated by the development and business ventures on the proposed Project site may potentially be utilized by the City to contract for additional police officers and necessary equipment in order to maintain adequate levels of police service not only within the City but also at the proposed Project site. Therefore, the proposed Project would not result in a decrease in acceptable service ratios for police protection and would provide additional tax revenue to support increased levels of police services. Accordingly, impacts would be less than significant.

Mitigation Measures

No mitigation required.

SCHOOLS

4.15.7 SETTING

Regional

The Riverside County Board of Education (RCBOE) and the Riverside County Office of Education (RCOE) together manage approximately 23 school districts within the County. Most of these are "Unified School Districts" providing schooling for grades K (kindergarten) through 12. According to the Riverside County Economic Development data, there are approximately 420,159 enrolled students in Riverside County schools, which have capacity for 431,451 students. This data indicates that the County is already operating above its student capacity. (ED Data; accessed 2024)

Local

There are two unified school districts within the City of Coachella, including the Coachella Valley Unified School District (CVUSD) and the Desert Sands Unified School District (DSUSD). These school districts together provide primary, secondary, and high school education services to residents of Coachella Valley (City of Coachella 2035 General Plan Update EIR). CVUSD has 32 schools located throughout the communities of Coachella and Thermal (CVUSD.us; website accessed May 2024). The CVUSD has a total enrollment of 9,942 students and a remaining capacity of 10,005 students. Schools in proximity to the proposed Project site include seven (7) elementary schools in the City; two (2) middle schools; and one (1) high school in the community of Thermal.

Higher education opportunities are provided by College of the Desert, California State University San Bernardino's Palm Desert Campus, Chapman University's Coachella Valley Campus and University of Riverside's Palm Desert campus. The closest school to the proposed Project site is John Kelley Elementary School approximately three (3) miles south of the proposed Project site.

4.15.8 REGULATORY FRAMEWORK

Federal Regulations

There are no applicable federal regulations related to school facilities.

State Regulations

Senate Bill 50

Senate Bill (SB) 50 (the Leroy F. Greene School Facilities Act of 1998), adopted in 1998, defined the school impact fee needs analysis process in Government Code Sections 65995.5–65998. Pursuant to its provisions, school districts may collect fees to offset the costs associated with increasing school capacity as a result of development. By statute, payment of a statutory fee by developers serves as the total mitigation of the potential impact of a development on school facilities pursuant to CEQA.

Local Regulations

City of Coachella 2035 General Plan Update

The City of Coachella 2035 General Plan Update contains the following goals and policies related to public schools in the City:

Community Health + Wellness Element

Policy 4.6 Collaboration for youth. Explore opportunities to collaborate with Coachella Valley Unified School District along with faith-based and non-profit organizations to better serve youth.

Goal 8 Educational and Community Facilities. Community facilities and school Facilities that support physical activity, civic life and social connections for residents of all ages and interests. encourage children, including those with disabilities, to walk and bike to school safely.

Policy 8.16 Child-care impact fee or inclusionary ordinance. Consider establishing an impact fee or inclusionary ordinance to fund the expansion of existing or creation of new child care and pre-k educational facilities.

Policy 8.17 Child-care in employment centers. Allow and encourage employers to create on-site child-care facilities for their employees or the public.

4.15.9 IMPACT ANALYSIS

Thresholds of Significance

Based on Appendix G of the State CEQA Guidelines for determining impacts related to public services, the proposed Project would have a significant impact if it would:

- Result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, for schools.

Methodology

Evaluation of potential impacts to school facilities under implementation of the proposed Project is based on the physical impacts associated with implementation of the proposed Project on existing school facilities in the area and the need for new or expanded educational facilities.

Impacts

Impact 4.15.3 Implementation of the Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered school facilities, the construction of which could cause significant environmental impacts (Less Than Significant Impact)

The proposed Project is a business park development project with no residential structures on site. However, the Project also anticipates creating 741 new job opportunities within the City. It is anticipated that most of these new employees would be drawn from existing City and area residents who may have school age children attending Coachella Valley schools. Should any of the new employees move to the City and want to enroll their children in City schools, there ae schools in the CVUSD with sufficient capacity to accept additional students. The Project would be required to pay CVUSD developer fees, calculated on a square-footage basis for new commercial and industrial development. These fees mitigate any impacts upon school facilities by providing funding for the construction of new schools and improvements to existing school sites. Payment of the applicable statutory developer fees as required by Senate Bill 50, is deemed to be full and complete mitigation for a Project's impacts on school facilities. Therefore, proposed Project impacts on schools would be less than significant.

Mitigation Measures

No mitigation is required.

PARKS

4.15.10 SETTING

Regional

The County of Riverside has a variety of natural and recreational resources, from State parks such as the San Jacinto State Park, to historic parks, such as California Citrus State Historic Park and Santa Rosa Plateau Ecological Reserve, to County and smaller jurisdictional parks and recreation areas. Riverside County parks and recreational areas offer residents and visitors a myriad of recreational opportunities while providing valuable buffers within built-up urban spaces. The County of Riverside currently maintains 35 regional parks, encompassing approximately 22,593 acres (Riverside County General Plan EIR, 2015).

There are four park and recreation districts in the County: Beaumont-Cherry Valley, Desert, Jurupa and Valleywide, that account for approximately 275 acres of parkland with about 27 neighborhood and community parks. In addition, there are large areas of open and recreational lands within the County, that are under State or federal jurisdictions, totaling about 1,126,360 acres of national forest and parkland, 39,423 acres of State maintained park and recreation areas (Riverside County General Plan EIR, 2015).

Local

According to the City of Coachella website, the City owns and operates seven (7) public parks, one (1) community pool, one (1) tot lot and a community center as well as offering various recreational programming related to football, soccer and softball (City of Coachella; website accessed May 2024). In addition, there are seven (7) school-associated parks and recreational facilities (such as soccer, baseball, softball, and football fields, basketball courts, playgrounds, and gymnasium facilities), an indoor boxing and fitness facility, a karate club, as

well as a senior citizen center providing recreational services located within the City (City of Coachella 2035 General Plan Update EIR; 2014).

4.15.11 REGULATORY FRAMEWORK

Federal Regulations

There are no applicable federal regulations related to parks.

State Regulations

The Quimby Act

The Quimby Act (California Government Code, Section 66477) was established by the California legislature in 1965 to require the development of new or rehabilitate existing neighborhood or community park or recreation facilities. The Quimby Act gives the legislative body of a city or county the authority, by ordinance, to require the dedication of land or payment of in-lieu fees, or a combination of both, for park and recreational purposes as a condition of approval of a tract map or parcel map. The Quimby Act authorizes a minimum contribution of 3 ac/1,000 residents; if a jurisdiction has an existing park standard above 3 ac, it can require contributions equal to that higher level up to a limit of 5 ac per 1,000 residents. The Quimby Act is implemented through local county and city Ordinances.

Local Regulations

City Park Dedication Ordinance (Quimby Ordinance)

Chapter 16.36, Reservations and Dedications for Public Facilities, of the City's Municipal Code provides for the dedication of land, payment of fees in lieu thereof, or a combination of both for park or recreational purposes in conjunction with the approval of a residential development. The City's park dedication requirement is 3 ac/1,000 population.

The Coachella Municipal Code Chapter 4.45, Development Impact Fees, was established in part in order to implement the goals and objectives of the City's General Plan and applicable specific plans by accommodating the need for public facilities and mitigating financial and physical impacts for all development projects within the City. In accordance with the Chapter 4.45, public park facilities must be constructed, installed, and paid for or financed. Section 4.45.050(C) of the Coachella Municipal Code requires payment of the DIF for park improvement to be used to ensure that City parkland will be improved with the financial resources provided by the DIF. Typical park improvements include turf, fields, fencing, play apparatus, lighting, restrooms and parking. Currently, DIF for park improvement are only assessed for residential development projects.

City of Coachella 2035 General Plan Update

The City of Coachella 2035 General Plan Update contains the following goals and policies related to parks in the City:

Land Use + Community Character Element

Policy 2.17 Parks and open space. Establish parks and open space as allowed uses within all General Plan Designations.

Policy 9.5 Green/open space network. Establish an interconnected open space network throughout Coachella that serves as a network for active transportation, recreation and scenic beauty and connects all existing and

future areas of the City. In particular, connections should be made between preserved open spaces, parks, the Downtown, Neighborhood Centers and other destinations within the City. Consider the following components when designing and implementing the green/open space network:

- Preserved open space areas.
- Greenways and parkways along fault lines, the Whitewater River and the Coachella Canal.
- Roadways with significant landscaping and pedestrian and bicycle amenities.
- Community and neighborhood parks.
- Multi-use trails and non-motorized rights-of-way

Sustainability + Natural Environment Element

Goal 13. Parks and Open Space. Increased access to parks, recreation, and natural open spaces to support and increase physical activity.

Community Health + Wellness Element

Policy 8.24 Public Plazas. Create public plazas with shaded urban open space, seating, art and play features near shopping and business districts.

4.15.12 IMPACT ANALYSIS

Thresholds of Significance

Based on Appendix G of the State CEQA Guidelines for determining impacts related to public services, the proposed Project would have a significant impact if it would:

- Result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, for parks.

Methodology

Evaluation of potential impacts to parks under the proposed Project is based on the physical impacts associated with implementation of the proposed project on existing park facilities in the area and the need for new or expanded park facilities. The impact assessment presented in this section is based on policies, ordinances, and guidelines adopted by the City

Impacts

Impact 4.15.4 Implementation of the Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered park facilities, the construction of which could cause significant environmental impacts (Less Than Significant Impact)

As an industrial and office development with some commercial uses (related to restaurant and gas station uses), the proposed Project does not include park facilities and would not require the construction or expansion of park facilities as it is not adding housing or residents on the site who would require access to park and recreational spaces. However, in accordance with General Plan, Land Use + Community Character Element Policies 2.17 and 9.5, the proposed Project would include pathways and open areas that would be accessible to all employees and visitors at the site. This would also allow for the proposed Project to adhere to Goal 13 of the Sustainability + Natural Environment Element and Policy 8.24 pf the Community Health + Wellness Elements by providing site employees with increased access to open space in order to support and increase physical activity.

Although the jobs generated by the proposed Project could create demand for additional housing, to the extent those additional houses are located in the City, they would be subject to the City's DIF and the Quimby Act, which would help provide for additional parks and park facilities. Moreover, future employees generated by the proposed Project would primarily access parks in their residential neighborhoods. Therefore, the proposed Project would not require the construction or expansion of parks that might have an adverse physical effect on the environment; impacts would be less than significant.

Mitigation Measures

No mitigation is required.

OTHER PUBLIC SERVICES

4.15.13 SETTING

Regional

Libraries: The County of Riverside operates 35 public libraries and two (2) book mobiles to serve County residents. Most of the County libraries also offer computer workstations. In addition to providing the opportunity to review and/or check-out materials for personal use, the County also operates a number of programs through its libraries, such as adult and family literacy and after-school and pre-school programs (Riverside County General Plan EIR, 2015).

Medical Facilities: The County of Riverside operates the Riverside County Regional Medical Center (RCRMC) located in Moreno Valley, along with a number of smaller medical clinics all over the County. In addition, the County's Department of Public Health operates ten separate clinics throughout Riverside County. Numerous other private medical facilities exist within the County and its cities.

Local

Libraries: Riverside County also provides library services to the City, with the Coachella Library, located at 1500 6th Street, in the City of Coachella, approximately three miles to the northwest of the proposed Project. A branch of the Riverside County Library system, this facility is open from 10:00 a.m. to 6:00 p.m. on Tuesdays, Fridays and Saturdays, and from 11:00 am to 7:00 pm on Wednesdays and Thursdays. The library is closed on Sundays and Mondays. (City of Coachella; website accessed May 2024).

Medical Facilities: The City is served by Coachella Valley hospitals such as the Desert Regional Medical Center, the Eisenhower Medical Center and the JFK Memorial Hospital, all three of which provide a wide range of medical services from doctors, specialized medical care services, surgery centers, emergency room services and pediatric care. The JFK Memorial Hospital is located approximately five (5) miles to the northwest of the proposed Project site in the City of Indio, and provides specialized medical services as well as surgery facilities, and emergency room care.

4.15.14 REGULATORY FRAMEWORK

Federal Regulations

There are no applicable federal regulations related to library and medical facilities.

State Regulations

There are no applicable State regulations related to library and medical facilities.

Local Regulations

City of Coachella 2035 General Plan Update

The City of Coachella 2035 General Plan Update contains the following goals and policies related to public services in the City:

Community Health + Wellness Element
Policy 9.1 Employer-based health care. Encourage Coachella employers to provide reasonably affordable health insurance to all employees.

4.15.15 IMPACT ANALYSIS

Thresholds of Significance
Based on Appendix G of the State CEQA Guidelines for determining impacts related to public services, the proposed Project would have a significant impact if it would:

- Result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities or the need for new or physically altered public facilities, the construction of which could cause significant environmental impacts for other public facilities.

Methodology
Evaluation of potential impacts of other public services under the proposed Project is based on the physical impacts associated with implementation of the proposed Project on existing library and medical service facilities in the area and the need for new or expanded facilities. The impact assessment presented in this section is based on policies, ordinances, and guidelines adopted by the City.

Impacts

Impact 4.15.5 Implementation of the Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered government public facilities such as libraries and medical services, the construction of which could cause significant environmental impacts (Less Than Significant Impact)

The Coachella Library which operates under the Riverside County library system, serves the City and currently lends out books and DVDs, free wireless internet and a variety of events for family users. Development of the proposed Project is anticipated to primarily employ existing City and area residents who will be utilizing library

services near their residential neighborhoods. Any new residents moving into the City would similarly be able to access existing libraries.

The City is also served by three medical facilities, all of which provide general, specialized and emergency services to the residents. The proposed Project is anticipated to include employees from existing City residents who already utilize these three hospitals available to City residents. Any new residents moving into the City would similarly be able to access existing medical facilities.

The proposed Project would not require new or altered library and medical facilities. Impacts would therefore be less than significant.

4.15.16 CUMULATIVE IMPACTS

The cumulative setting for the proposed Project in relation to public services is the City of Coachella and the adjacent areas of unincorporated Riverside County. For the purpose of assessing the proposed Project's cumulative impacts to public services, the cumulative analysis is based on the buildout of the City under its General Plan. Growth resulting from implementation of future cumulative projects would result in increased demand for police and fire services, parks, and other public facilities such as schools, libraries and medical services. The City has incorporated the growth anticipated in the adopted General Plan into its long-range planning programs. Standard measures such as the payment of the DIF and the incorporation of needed public services and facilities would be addressed in the environmental analysis that is required for each cumulative project.

As discussed above, the potential impacts to public services and facilities associated with implementation of the proposed Project were analyzed, and it was concluded that no significant impacts would occur. The proposed development would have the potential to generate limited population growth with the potential to impact public services as a result of new employees relocating to the Project area. Many factors influence personal housing location decisions (i.e., family income levels and the cost and availability of suitable housing in the local area). Further, as discussed above, it is anticipated that the majority of proposed Project employees would be drawn from existing City and County area residents. Thus, it would be highly speculative to estimate the number of future employees who would relocate to the City. Notwithstanding, the Project Applicant would be required to pay its fair share of the DIF and Quimby fees to help offset incremental impacts to public services by helping fund capital improvements and expenditures. As such, the Project's contribution to cumulative impacts related to public services and facilities is not cumulatively considerable.

This section analyzes the potential effects of the proposed Project implementation related to recreational facilities. It also includes the regulatory framework necessary to assess potential environmental impacts from the proposed Project and identifies the appropriate City of Coachella 2035 General Plan Update policies that reduce any identified impacts.

4.16.1 SETTING

Open space, or park and recreation land, can be broadly defined as land which is essentially free of structures and buildings and/or is natural in character, typically encompasses both publicly- and privately-owned properties and utilized for outdoor recreation.

According to the City of Coachella 2035 General Plan Update EIR, there are 60.2 acres of recreational land in approximately seven (7) public parks consisting of community, neighborhood, and mini-park spaces as well as one (1) tot lot located with the city. Regional park services for the city are provided by Riverside County, which maintains 35 regional parks over about 23,317 acres of parkland in the county; three (3) regional parks are located in close proximity to the city. In addition, there are seven (7) school-associated parks and recreational facilities (such as soccer, baseball, softball, and football fields, basketball courts, playgrounds, and gymnasium facilities), an indoor boxing and fitness facility, a karate club, as well as a senior citizen center providing recreational services located within the city (City of Coachella 2035 General Plan Update EIR; 2014). Table 4.16-1, *Parks and Recreational Facilities in the City of Coachella*, lists the City's parks, total acreage and recreational amenities. These facilities are also shown in Exhibit 4.16-1: *Parks and Recreational Facilities*.

Table 4.16-1: Parks and Recreational Facilities in the City of Coachella

Name of Park	Type of Park	Address	Amenities	Size
Bagdouma Park	Community Park	51-723 Douma Street	Boxing club, pool, baseball/softball, Restrooms, Pavilion, Playground, picnic benches, bleachers, parking, soccer/football, tennis, pickleball, drinking fountain.	46 acres
Dateland Park	Skateboard Park	Shady Lane next to Bobby Duke Middle School	Skateboard park facility	5 acres
Veteran's Memorial Park	Neighborhood Park	1515 6th Street between Orchard and Vine	Swimming pool, restrooms, playground, picnic tables, benches, bleachers, open grass, drinking fountain, stage	1.5 acres
Rancho Las Flores Park	Community Park	48-400 Van Buren Street	Tables, open grass, playgrounds, drinking fountains, restrooms, tables, soccer/football, basketball	12 acres
Rancho De Oro Park	Neighborhood Park	84-600 Avenue 50	Baseball/softball, restrooms, playground, tables, open grass, soccer/football, splash pad	4 acres
Sierra Vista Park	Neighborhood	50-570 Calle Mendoza	Baseball/softball, playground, open grass, basketball	2 acres
Shady Lane Park	Neighborhood	Intersection of Shady Lane and Avenue 52	Tables, open grass, drinking fountain	1 acre
Ya' We' Vichem Park	Pocket Park	Between Calhoun Street and Avenue 48, on Agua Caliente Street	Benches, open grass	0.6 acre
Ave 53 Tot lot	Pocket Park	52-964 Calle Empalme	Playground	0.21 acre

Source: City of Coachella 2035 General Plan Update EIR; 2014

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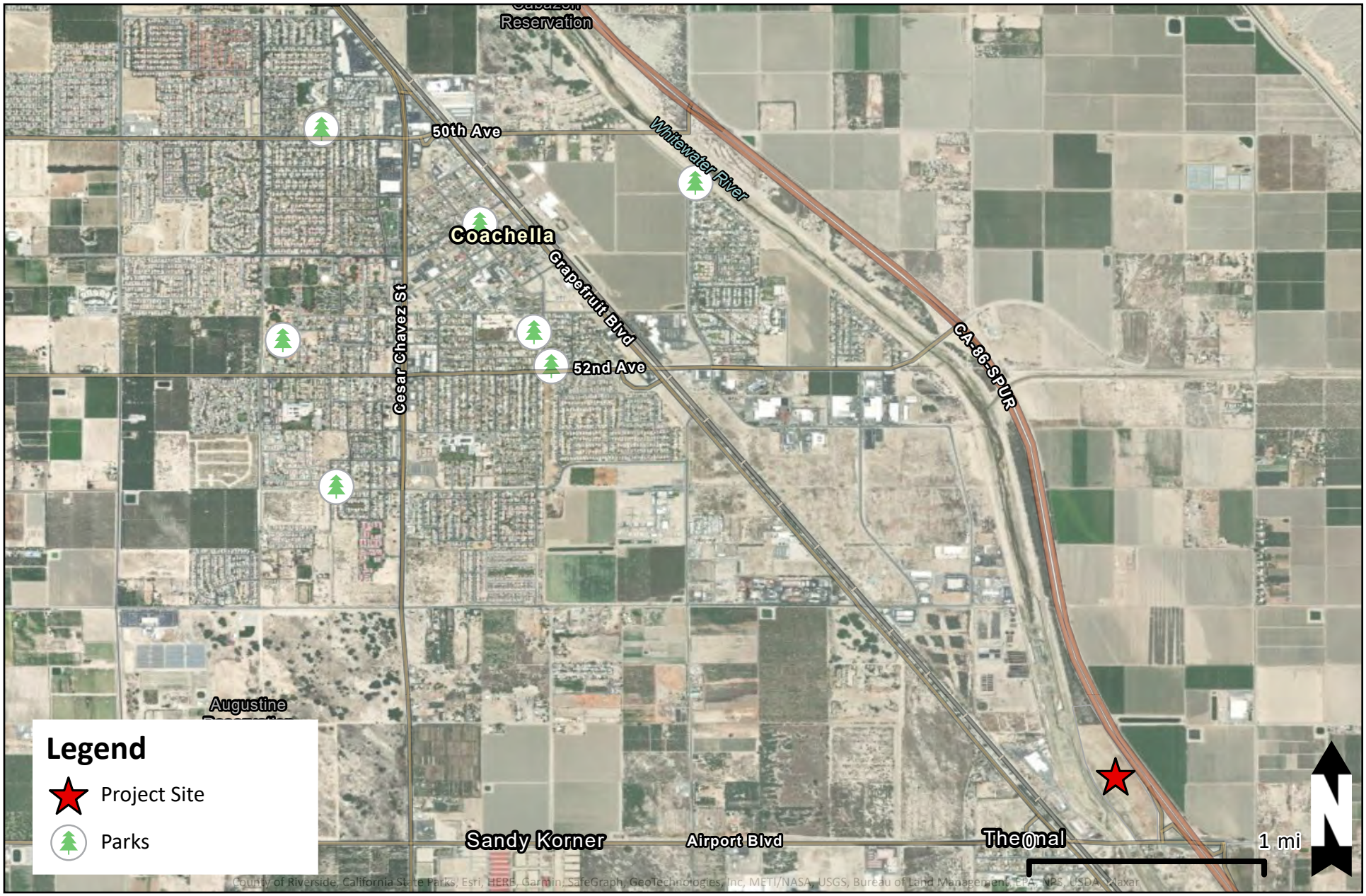

Parks and Recreational Facilities

Coachella Business Park Development

Exhibit

4.16-1

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4.16.2 REGULATORY FRAMEWORK

Federal Regulations

There are no federal regulations that apply to recreational facilities.

State Regulations

Quimby Act (California Government Code Section 66477)
The Quimby Act allows cities and counties to adopt park dedication standards/ordinances requiring developers to set aside land, donate conservation easements, or pay fees towards parkland when property is subdivided. Commercial and industrial subdivisions are exempt from park requirements (Government Code section 66477(d)).

California State planning law (Government Code Section §65560) provides a structure for the preservation of open space by requiring every city and county in the state to prepare, adopt, and submit to the Secretary of the Resources Agency a "local open-space plan for the comprehensive and long-range preservation and conservation of open-space land within its jurisdiction."

Local Regulations

City of Coachella Municipal Code
Coachella Municipal Code, Chapter 4.45, *Development Impact Fees*, was established in part to implement the goals and objectives of the City's General Plan and applicable specific plans by accommodating the need for public facilities and mitigating financial and physical impacts for all development projects within the City. In accordance with the City's Municipal Code Chapter 4.45, public parks facilities must be constructed, installed, and paid for or financed. Section 4.45.050(C) of the Coachella Municipal Code requires Developer Impact Fees (DIF) for park improvements to be used to ensure that City parkland dedicated pursuant to the City's Quimby Act requirement of three acres per 1,000 population, or otherwise, will be improved with the financial resources provided by this development impact fee. Typical park improvements include turf, fields, fencing, play apparatus, lighting, restrooms and parking. Currently, the DIF for park improvements is assessed for residential development projects only at a cost of $3,541 per dwelling unit.

City of Coachella 2035 General Plan Update
The City of Coachella 2035 General Plan Update contains the following goals and policies related to recreation uses in the City:

Land Use + Community Character Element
Goal 2. Growth and Development. The successful transformation of Coachella from a small town into a medium-sized, full-service City that is a major economic center for the Coachella Valley.

- *Policy 2.17* Parks and open space. Establish parks and open space as allowed uses within all General Plan Designations.
- *Policy 2.18* Open space conservation. Establish mechanisms to provide for the conservation of resource land that is not yet conserved if it falls within one of the following categories:
  - Flood plain, including Special Flood Hazard Areas.
  - Open Space to be acquired.
  - Wildlife corridors.

- Legacy farmland.
- Riparian areas.
- Areas of cultural significance.
- Seismic or geological hazard areas.
- Legacy viewsheds.

Goal 9. Corridors and Connectivity. A network of transportation and open space corridors throughout the City that provides a high level of connectivity for vehicles, cyclists and pedestrians.

- *Policy 9.5* Green/open space network. Establish an interconnected open space network throughout Coachella that serves as a network for active transportation, recreation and scenic beauty and connects all existing and future areas of the City. In particular, connections should be made between preserved open spaces, parks, the Downtown, Neighborhood Centers and other destinations within the City. Consider the following components when designing and implementing the green/open space network:
  - Preserved open space areas.
  - Greenways and parkways along fault lines, the Whitewater River and the Coachella Canal.
  - Roadways with significant landscaping and pedestrian and bicycle amenities.
  - Community and neighborhood parks.
  - Multi-use trails and non-motorized rights-of-way

Goal 11. Economic Development. A broad-based and long-term economic development environment for Coachella that is supportive of existing businesses and will attract new business and tourism.

- *Policy 11.13* Natural environment. Maintain and enhance the natural environment as critical to the attraction of tourists and ensure that new development does not adversely affect the natural environment as a tourist draw.
- *Policy 11.14* Recreational amenities. Strategically utilize City recreational investments to create and enhance development opportunities.

Sustainability + Natural Environment Element

Goal 13. Parks and Open Space. Increased access to parks, recreation, and natural open spaces to support and increase physical activity.

- *Policy 13.10* Coachella Whitewater Trail. Establish a multi-use trail that runs along the Whitewater River/Coachella Valley Stormwater Channel.
- *Policy 13.11* Coachella Whitewater Trail. Establish a multi-use trail that runs along the Whitewater River/Coachella Valley Stormwater Channel.
- *Policy 13.17* Park maintenance. Ensure all parks will be clean, well-kept and well-maintained, preserving them as primary community gathering points in the City.

Community Health + Wellness Element

- *Policy 8.24* Public Plazas. Create public plazas with shaded urban open space, seating, art and play features near shopping and business districts.

4.16.3 IMPACT ANALYSIS

Thresholds of Significance

The impact analysis provided below is based on the following State CEQA Guidelines Appendix G thresholds of significance. Recreation impacts are considered to be significant if implementation of the Project considered would result in any of the following:

- Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated; or
- Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

Methodology

Evaluation of potential recreation impacts of the proposed Project was based primarily on information gathered from the City of Coachella 2035 General Plan Update and its certified EIR. A detailed list of resources used in the completion of the analysis in this section and where each can be found is included under References located at the end of this DEIR. Implementation of the proposed Project was compared to the existing conditions to determine the impacts due to recreation.

Impacts

Impact 4.16.1: Implementation of the proposed Project would not have the potential to increase the use of existing neighborhood and regional facilities or require the construction of new recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated (Less than Significant Impact).

Although some of the new employees generated by the proposed Project would be existing residents in the City, with access to parks and recreational uses within and around their neighborhoods, the proposed Project has the potential to generate new residents in the City. These potential new residents would increase the demand on parks and recreational facilities in their neighborhoods.

The City of Coachella 2035 General Plan Update recognizes that there is a deficiency in sufficient parkland space in the city, with no regional parks, bike trails or recreational trails within the city limits. The City's 2035 General Plan Update EIR estimated that the City has approximately 60.2 acres for open space and recreation uses, mainly restricted to neighborhood parks and recreational facilities and parkland spaces associated with educational institutions in the City. The City's 2035 General Plan Update EIR also recognizes that two (2) new park areas in Bagdouma Park and Dateland Park, as well as the expansion of the Rancho Los Flores Park, would contribute to additional parkland space under the City's 2035 General Plan Update buildout in 2035. Currently, recreation service areas in the City are clustered around the eastern portion of the City, with the nearest park area located approximately 2.5 miles to the northwest of the Project site (City of Coachella 2035 General Plan Update EIR; 2014). In addition, the City is in the process of constructing additional park recreation areas and creating a regional trail system. Any new residential development in the City would be required to provide park and recreational uses associated with the development, through the payment of City-required DIF fees, thus ensuring that any new residential development will fund the necessary additional park and recreational facilities.

As an industrial and commercial facility, the proposed Project would not require any associated recreational facilities and would have no impact on their construction or result in an adverse physical effect on the environment. The City adopted a Park Master Plan in 2002 that was intended to guide the City's expansion of its parks and recreation system. The plan contains a detailed list of the existing park infrastructure in the City, as well as a prioritized Implementation Plan for parks and recreation facilities under future residential development in the City. As a primarily industrial facility with some commercial uses, the City's Park Master Plan requirement would not apply to the proposed Project, but it does reflect the City's adopted plan and policies to add parks and recreational facilities to meet the needs of the growing number of City residents. For example, the City has a Quimby Ordinance (Ordinance #866) that requires the dedication of parkland, or payment of in-lieu fees, or a combination of both, to ensure the provision of adequate parks and recreational facilities for the City's future residents. While the proposed Project may indirectly contribute to the City's expected 15 percent annual population growth between 2020 and 2035, the additional residential development planned for the City under the City's 2035 General Plan Update will fund the needed parks and recreational facilities to serve these new residents through the City's Park Improvement Impact Fee ($6,480 per single-family residential units and $5,443.49 per multi-family residential unit according to the City's 2022 DIF Annual Report), and residential development required DIF fees. These fees are calculated to meet the City's expected need for additional parks and recreational amenities, and apply specifically to residential units and not to the industrial and retail uses. Accordingly, the proposed Project would have less than significant impacts on recreational facilities in the City.

Mitigation Measures

No mitigation is required.

Impact 4.16.2: Implementation of the proposed Project would not include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment (No Impact).

As a primarily industrial and office development with some commercial uses (related to restaurant and gas station uses), the proposed Project does not include recreational facilities and would not require the construction or expansion of recreational facilities as it is not adding housing or residents on the site who would require access to park and recreational spaces. However, the proposed Project would include pathways and open areas that would be accessible to all employees and visitors at the site. Although the jobs generated by the proposed Project could create demand for housing, future employees connected with the proposed Project would primarily access parks in their residential neighborhoods, and new residential projects would be required to construct recreational facilities as part of their project entitlements. Therefore, the proposed Project would not require the construction or expansion of recreational uses that might have an adverse physical effect on the environment. No impact would occur.

Mitigation Measures

No mitigation is required.

4.16.4 CUMULATIVE IMPACTS

Cumulative growth near the proposed Project site includes specific known development projects and general growth in the City and adjacent areas of unincorporated Riverside County. The proposed Project is a business park development without any residential components. However, employees at the proposed Project site

would require access to parks in their residential neighborhoods. This, along with any increases in the City's future population could increase the use of existing neighborhood and regional parks and recreational facilities. within the area. Much of this growth, however, has been anticipated by the City. This was factored in the City's 2035 General Plan Update Land Use + Community Character Element through Polices 13.1 through 13.23 and was analyzed in the City's 2035 General Plan Update EIR. The City's 2035 General Plan Update EIR determined the housing and population growth anticipated to occur in the City by buildout year of 2035, and estimated that the City would require an additional seven (7) community parks, 10 neighborhood parks, three (3) regional parks, and four (4) special use parks by the buildout year of 2035.

The construction of new recreational facilities or the expansion of existing recreational facilities anticipated under buildout would be subject to its own environmental review pursuant to CEQA and State law and would be required to comply with all City of Coachella 2035 General Plan Update policies. Prior to all project tentative map and parcel map approvals, future development would be required to provide for new park spaces or pay in-lieu fees (or a combination of both) such that new development would contribute to the addition of adequate park spaces and recreational facilities. This would ensure that any future growth in the number of City or County residents is concurrent with adequate park and open spaces that would serve the City's and County's growth in population. The City of Coachella 2035 General Plan Update provides policies and standards for the future development of parks and recreational facilities in connection with future development proposed under the City's 2035 General Plan Update and the County's General Plan. In addition, since the planned future growth in housing within the City would be subject to the City's Quimby Ordinance and required DIF fees, this will help fund the additional recreational facilities needed to accommodate General Plan buildout. Therefore, with such payment of all applicable park fees, cumulative impacts to recreational facilities would be less than significant, and the proposed Project's contribution to any such impacts would be less than cumulatively considerable.

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This section evaluates potential impacts to transportation from development facilitated under the proposed Project. It includes an analysis of the proposed Project's consistency with applicable local, regional, and state land use plans, policies, and regulations and discusses the potential impacts for the proposed Project to increase local and regional vehicle miles traveled (VMT), increase transportation hazards, or interfere with emergency access. This section also identifies appropriate mitigation measures to lessen the identified impacts, where necessary and identifies the appropriate City of Coachella 2035 General Plan Update policies that reduce any identified impacts.

The information and analysis herein relies on the following study and documents the transportation conditions of the Project site:

- *Coachella Airport Business Park Project Traffic Impact Analysis* (TIA) prepared by Integrated Engineering Group, dated September 2024 (Appendix I)

4.17.1 SETTING

Regional

The proposed Project site is located on a vacant site situated at the northwest quadrant of State Route (SR) 86 and Airport Boulevard in the City of Coachella, within the Coachella Valley. Regional access to the site is provided by Interstate 10 (I-10), which provides access through the valley from the northwest to the southeast. In addition, the County's general transportation system also includes a number of State highways such as State Route (SR) 111 and SR 86, as well as many County and City routes that provide modes of passenger travel and goods movement. In addition, the County's transportation system includes general aviation facilities and limited passenger air services provided by the Palm Springs International Airport and Jacqueline Cochran Regional Airport in the Coachella Valley, and the Ontario International Airport in San Bernardino County, while the Union Pacific Railroad (UPRR) line provides transit passenger and freight rail service to the County. Numerous bicycle facilities and pedestrian and equestrian trails exist throughout the County area with more facilities and ease of access in some parts of the County (County of Riverside Transportation and Land Management Agency, 2003).

Local

Although I-10 is located over four (4) miles to the north of the proposed Project site, SR 86 forms the site's eastern boundary while SR 111/Grapefruit Boulevard is approximately 1,580 feet to the west of the site.

Primary roadway access to the site would be provided with a newly constructed driveway at the southwest corner of the property along Airport Boulevard. An additional secondary right-turn-in-only driveway or gated emergency access closer to the SR 86 and Airport Boulevard interchange would be provided, subject to Caltrans' approval.

As mentioned, Grapefruit Boulevard/SR 111 is located to the west of the site. This is classified as a major arterial in proximity to the proposed Project site and generally consists of two travel lanes in each direction, with a posted speed limit of 50 miles per hour (mph). Airport Boulevard from Polk Street to Fillmore Street, functions as a 2-lane major arterial. Airport Boulevard consists of 4 lanes from Polk Street to Palm Street, 3 lanes from Palm Street to Orange Street and 2 lanes from Orange Street to Fillmore Street. The posted speed limit on Airport Boulevard is 45 mph between Polk Street and Fillmore Street and 55 mph east and west of this segment.

Transit System

The SunLine Transit Agency is the transit agency servicing the City. Currently, the SunLine Transit Agency operates buses on Route 8 along the project frontage. Route 8 operates seven days a week and connects Coachella to Indio to the north and Mecca to the south. Daily service frequency is 60 minutes. Bus stops for Route 8 are currently located along the Project frontage. Pedestrian accessibility and connectivity from the Project site to the northbound bus stop will be provided along the north side of Airport Boulevard through construction of sidewalk. There is existing sidewalk along the south side of Airport Boulevard for the southbound bus stop, but a crossing is not available at the intersection with Desert Cactus Drive/SR 86 Southbound Ramp.

In addition, the SunLine Transit Agency also provides a para-transit service through their SunDial service system for those riders with specific para-transit needs and schedules.

Although a UPRR line exists approximately 1,500 feet to the west of the proposed Project site, no railway stops are located in the proximity of the site.

Pedestrian and Bicycle Facilities

Although streets in the residential and commercial areas within the City are equipped with sidewalks and thus provide pedestrian access to its residents and visitors, active sidewalks and bikeways are limited around the proposed Project site. Pedestrian crosswalks are generally provided at intersections along Airport Boulevard. Although no pedestrian sidewalks currently exist along the proposed Project site frontage on Airport Boulevard, pedestrian crosswalks and sidewalks are provided along the eastbound lanes of Airport Boulevard.

There is one designated bicycle lane on Calhoun Street, between Avenue 48 and Avenue 49, to the north of the proposed Project site. Bicycle riders in the City typically share roadspace with motor vehicles. A majority of the roadways in the City's industrial and agricultural areas are primarily narrow roads, with no shoulders or soft sand shoulders that do not allow for a functional bikeway system.

4.17.2 REGULATORY FRAMEWORK

Federal

There are no federal regulations related to transportation that are applicable to the proposed Project.

State

Senate Bill 743 (Steinberg, 2013)

On September 27, 2013, Senate Bill (SB) 743 was signed into state law. The California legislature found that with the adoption of the Sustainable Communities and Climate Protection Act of 2008 (SB 375), the state had signaled its commitment to encourage land use and transportation planning decisions and investments that reduce VMT and thereby contribute to the reduction of greenhouse gas (GHG) emissions, as required by the California Global Warming Solutions Act of 2006 (AB 32).

SB 743 required the California Governor's Office of Planning and Research (OPR), now named the Governor's Office of Land Use and Climate Innovation (LCI), to amend the State CEQA Guidelines to provide an alternative to level of service (LOS) as the metric for evaluating transportation impacts under CEQA.

Particularly within areas served by transit, SB 743 requires the alternative criteria to promote the reduction of greenhouse gas emissions, development of multimodal transportation networks, and diversity of land uses. The alternative metric for transportation impacts detailed in the State CEQA Guidelines is VMT. In 2018, the State CEQA Guidelines were amended to state that automobile delay, as measured by LOS and other similar measures of vehicle capacity or traffic congestion cannot be considered a significant impact on the environment (PRC Section 21099(b)(3)); State CEQA Guidelines section 15064.3). Jurisdictions had until July 1, 2020, to adopt and begin implementing VMT thresholds for traffic analysis.

Regional

Southern California Association of Governments (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)

The Southern California Association of Governments (SCAG) is the designated metropolitan planning organization (MPO) for six Southern California counties (Ventura, Los Angeles, San Bernardino, Riverside, Orange, and Imperial). As the designated MPO, SCAG is mandated by the federal and state governments to prepare plans for regional transportation and air quality conformity. SCAG is empowered by state law to assess regional housing needs and provide a specific allocation of housing for all economic segments of the community for each of the region's counties and cities. In addition, SCAG has taken on the role of planning for regional growth management.

The most recent plan that had been adopted by SCAG in relation to the initiation of the proposed Project was the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), also known as Connect SoCal, which was adopted in September 2020. Connect SoCal integrates transportation planning with economic development and sustainability planning and aims to comply with state GHG emissions reduction goals, such as SB 375. With respect to transportation infrastructure, SCAG anticipates in the 2020-2045 RTP/SCS, that the six-county region will have to accommodate 22.5 million residents by 2045 while also meeting the GHG emissions reduction targets set by the California Air Resources Board (CARB).

Coachella Valley Association of Governments (CVAG) Transportation Uniform Mitigation Fee (TUMF)

New development projects within the City of Coachella are required to provide needed infrastructure improvements to meet the demand created by the development and provide off-site improvements designed to ensure construction of the local and regional transportation networks to their ultimate classifications. Payment toward the Coachella Valley Association of Governments (CVAG) Transportation Uniform Mitigation Fee (TUMF) would fund the Project's fair share of the planned improvements to the roadways and intersections identified as cumulative regional traffic deficiencies.

Local

City of Coachella 2035 General Plan Update

The City of Coachella 2035 General Plan Update contains the following goals and policies related to transportation that may be applicable to the proposed Project:

Land Use + Community Character Element

Goal 9: Corridors and Connectivity. A network of transportation and open space corridors throughout the City that provides a high level of connectivity for vehicles, cyclists and pedestrians.

Mobility Element

- Policy 1.1: Complete streets for new construction. Require that the planning, design and construction of all new transportation projects consider the needs of all modes of travel to create safe, livable and inviting environments for pedestrians, bicyclists, motorists and public transit users of all ages and abilities.
- Policy 2.3 Designated truck routes. Identify, implement, and maintain a system of truck routes within the City that minimize negative impacts on local roads and sensitive land uses including residents, schools, parks, recreation facilities and other similar land uses.
- Policy 2.4 Truck route monitoring. Periodically review and update designated truck routes to ensure efficiency and limit negative impacts on residential areas and other sensitive land uses.
- Policy 2.5 Parking and loading. Encourage business owners to schedule deliveries during offpeak periods to limit freight impacts on other modes of travel.
- Policy 3.1 Pedestrian network. Improve health outcomes by creating a safe and convenient circulation system for pedestrians that focuses on crosswalks, improves the connections between neighborhoods and commercial areas, provides places to sit or gather, pedestrian-scaled street lighting, buffers from moving vehicle traffic, and includes amenities that attract people of all ages and abilities.
- Policy 5.4 Transit accessible development. Encourage new large residential or commercial developments to locate on existing and planned transit routes.
- Policy 6.1 Fair share costs. Require that new development pay for its fair share of construction costs for new and/or upgraded transportation infrastructure needed to accommodate this development.
- Policy 6.3 Development contributions to O&M costs. Require the new development and redevelopment contribute to the operations and maintenance of new transportation infrastructure.

Infrastructure + Public Services Element

- Policy 7.11 Fire service facility improvements. In coordination with the Riverside County Fire Department and surrounding cities, support the replacement of old and outdated fire facilities with new facilities containing the necessary infrastructure and design features to adequately support fire and emergency functions for the area.
- Policy 7.16 Fair-share contributions. Establish a development impact fee program that requires individual development projects to pay fair-share contributions to public safety infrastructure needs.

City of Coachella Municipal Code

Pursuant to Coachella Municipal Code Chapter 4.45, *Development Impact Fees*, the City collects Development Impact Fees (DIF) for public facilities in order to mitigate environmental impacts derived from projects. The fees are required on applicable residential, commercial and industrial developments and funds collected via these fees are used to construct, expand, or rehabilitate public facilities, including transportation facilities (i.e., roadways), within the City.

4.17.3 IMPACT ANALYSIS

Methodology

With adoption of SB 743, the State CEQA Guidelines replaced Level of Service (LOS) as the metric for evaluating transportation impacts under CEQA. The replacement metric for transportation impacts required under State CEQA Guidelines Section 15064.3 is VMT. Therefore, information provided related to LOS is provided for informational purposes only and to ensure consistency with the General Plan and is not provided to analyze potentially significant CEQA impacts of the proposed Project.

The proposed Project is within the jurisdiction of the City of Coachella, which has not formally adopted its own guidance on evaluating VMT for transportation impacts under CEQA. In the absence of direct guidance from the lead agency, therefore, the study area for the proposed Project was developed in coordination with City staff, consistent with the *Riverside County Transportation Analysis Guidelines for LOS and VMT* (Guidelines) (December 2020), and included all intersections of "Collector" or higher classification streets at which the proposed Project will add 50 or more peak hour trips, consistent with the City's policies for the preparation of traffic analyses. The TIA assumed that the proposed Project site would be developed in three (3) phases:

Phase I

- Large Warehouse – 110,900 square feet (sf)
- Small Warehouse – 24,000 sf
- Small Business – 31,500 sf
- Personal Vehicle Storage Facilities – 38,400 sf
- Self-storage – 67,300 sf
- Fast Food Restaurant with Drive Through – 4,650 sf
- Service Station with Convenience Store – 10 vehicle fueling positions and 4,000 sf Convenience Store

Phase II

- Large Warehouse – 48,800 sf
- Small Warehouse – 52,800 sf
- Small Business – 22,500 sf
- Personal Vehicle Storage Facilities – 38,400 sf

Phase III

- Large Warehouse – 73,400 sf
- Small Warehouse – 19,200 sf
- Small Business – 27,000 sf
- Self-storage – 61,300 sf

Proposed Project Trip Generation

The proposed Project trip generation was calculated using the ITE Trip Generation Manual (11th Edition). Trip generation is typically classified as a measure or forecast of the number of trips that begin or end at any project site. These trips typically result in some traffic increases on the streets where they occur.

The proposed Project trip generation calculations show that buildout of the proposed Project would generate 4,282 total daily trips, 396 AM peak hour trips and 355 PM peak hour trips, utilizing the updated Riverside County Model (RIVCOM).

The tables below summarize the proposed Project's trip generation data. Project ITE average trip generation rates are presented in Table 4.17-1, *Project Trip Generation Rates*. Table 4.17-2, *Project Trip Generation – Phase I,* Table 4.17-3, *Project Trip Generation – Phases I and II,* and Table 4.17-4*, Project Trip Generation – Phases I, II and III,* summarize the calculated trip generation based on the floor areas or vehicle fueling positions associated with Phases I, II and III of the proposed Project. As shown in Table 4.17-4, the proposed development is anticipated to generate approximately 4,282 total daily trips at buildout, 396 AM peak hour trips and 355 PM peak hour trips.

Project scenarios and the study area were then established in coordination with City staff to determine the potential Project impacts on the transportation network and whether it will be consistent with General Plan policy.

Table 4.17-1: Project Trip Generation Rates

Land Use[1]	Units[2]	ITE LU Code	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Industrial Park	TSF	130	0.28	0.06	0.34	0.07	0.27	0.34	3.37
Mini-Warehouse	TSF	151	0.05	0.04	0.09	0.07	0.08	0.15	1.45
Convenience Store/Gas Station (2-4k)	VFP	945	8.03	8.03	16.06	9.21	9.21	18.42	265.12
Fast Food Restaurant W/Drive Through	TSF	934	22.75	21.86	44.61	17.18	15.85	33.03	467.48

Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, 11th Edition (2021)

[1] TSF = Thousand Square Feet; VFP = Vehicle Fueling Positions

Table 4.17-2: Project Trip Generation – Phase I

Land Use	Intensity	Units1	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Industrial Park[3]	204.800	TSF	57	12	69	14	55	69	690
Passenger Cars (AM-69.2%; PM-78.3%; Daily-67.8%)			39	8	47	11	43	54	468
2-Axle Trucks (AM-5.14%; PM-3.62%; Daily-5.38%) (PCE = 1.5)			4	1	5	1	3	4	56
3-Axle Trucks (AM-6.38%; PM-4.49%; Daily-6.67%) (PCE = 2.0)			7	2	9	1	5	6	92
4+-Axle Trucks (AM-19.25%; PM-13.56%; Daily-20.13%) (PCE = 3.0)			33	7	40	6	22	28	417
Subtotal			*83*	*18*	*101*	*19*	*73*	*92*	*1,033*
Mini-Warehouse	63.700	TSF	*3*	*3*	*6*	*4*	*5*	*9*	*92*
Convenience Store/Gas Station (2-4k)	10	VFP	80	80	160	92	92	184	2,651
Pass-by Reduction (76% AM Peak Hour, 75% PM Peak Hour)[2]			61	61	122	*69*	*69*	*138*	*1,988*
Subtotal			*19*	*19*	*38*	*23*	*23*	*46*	*663*
Fast Food Restaurant W/ Drive Through	4.650	TSF	106	102	208	80	74	154	2,174
Pass-by Reduction (50% AM Peak Hour, 55% PM Peak Hour)[2]			53	51	104	44	41	85	1,196
Subtotal			*53*	*51*	*104*	*36*	*33*	*69*	*978*
Phase I Total			*158*	*91*	*249*	*82*	*134*	*216*	*2,766*

Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, 11th Edition (2021)

1 TSF = Thousand Square Feet; VFP = Vehicle Fueling Positions

2 Pass-by reduction percentage is based on the ITE methodology per 2021 Pass-By Tables of ITE Trip Generation Appendices.

3 Truck Mix: South Coast Air Quality Management District's (SCAQMD) recommended truck mix, San Bernardino County Congestion Management Plan PCE Rates

Table 4.17-3: Project Trip Generation – Phases I and II

Land Use	Intensity	Units[1]	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Industrial Park[3]	367.300	TSF	103	22	125	26	99	125	1,238
Passenger Cars (AM-69.2%; PM-78.3%; Daily-67.8%)			71	15	86	20	78	98	839
2-Axle Trucks (AM-5.14%; PM-3.62%; Daily-5.38%) (PCE = 1.5)			8	2	10	1	5	6	100
3-Axle Trucks (AM-6.38%; PM-4.49%; Daily-6.67%) (PCE = 2.0)			13	3	16	2	9	11	165
4+-Axle Trucks (AM-19.25%; PM-13.56%; Daily-20.13%) (PCE = 3.0)			59	13	72	11	40	51	748
Subtotal			*151*	*33*	*184*	*34*	*132*	*166*	*1,852*
Mini-Warehouse	63.700	TSF	*3*	*3*	*6*	*4*	*5*	*9*	*92*
Convenience Store/Gas Station (2-4k)	10	VFP	80	80	160	92	92	184	2,651
Pass-by Reduction (76% AM Peak Hour, 75% PM Peak Hour)[2]			61	61	122	*69*	*69*	*138*	*1,988*
Subtotal			*19*	*19*	*38*	*23*	*23*	*46*	*663*
Fast Food Restaurant W/ Drive Through	4.650	TSF	106	102	208	80	74	154	2,174
Pass-by Reduction (50% AM Peak Hour, 55% PM Peak Hour)[2]			53	51	104	44	41	85	1,196
Subtotal			*53*	*51*	*104*	*36*	*33*	*69*	*978*
Phases I & II Total			*226*	*106*	*355*	*97*	*193*	*325*	*3,585*

Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, 11th Edition (2021)

1 TSF = Thousand Square Feet; VFP = Vehicle Fueling Positions

2 Pass-by reduction percentage is based on the ITE methodology per 2021 Pass-By Tables of ITE Trip Generation Appendices.

3 Truck Mix: South Coast Air Quality Management District's (SCAQMD) recommended truck mix, San Bernardino County Congestion Management Plan PCE Rates

Table 4.17-4: Project Trip Generation – Phases I, II and III

Land Use	Intensity	Units[1]	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Industrial Park[3]	486.900	TSF	136	29	165	34	131	165	1,641
Passenger Cars (AM-69.2%; PM-78.3%; Daily-67.8%)			94	20	114	27	103	130	1,113
2-Axle Trucks (AM-5.14%; PM-3.62%; Daily-5.38%) (PCE = 1.5)			10	2	12	2	7	9	132
3-Axle Trucks (AM-6.38%; PM-4.49%; Daily-6.67%) (PCE = 2.0)			17	4	21	3	12	15	219
4+-Axle Trucks (AM-19.25%; PM-13.56%; Daily-20.13%) (PCE = 3.0)			79	17	96	14	53	67	991
Subtotal			*200*	*43*	*243*	*46*	*175*	*221*	*2,455*
Mini-Warehouse	128.600	TSF	*6*	*5*	*11*	*9*	*10*	*19*	*186*
Convenience Store/Gas Station (2-4k)	10	VFP	80	80	160	92	92	184	2,651
Pass-by Reduction (76% AM Peak Hour, 75% PM Peak Hour)[2]			61	61	122	*69*	*69*	*138*	*1,988*
Subtotal			*19*	*19*	*38*	*23*	*23*	*46*	*663*
Fast Food Restaurant W/ Drive Through	4.650	TSF	106	102	208	80	74	154	2,174
Pass-by Reduction (50% AM Peak Hour, 55% PM Peak Hour)[2]			53	51	104	44	41	85	1,196
Subtotal			*53*	*51*	*104*	*36*	*33*	*69*	*978*
Phases I, II & III Total			*278*	*118*	*396*	*114*	*241*	*355*	*4,282*

Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, 11th Edition (2021)

1 TSF = Thousand Square Feet; VFP = Vehicle Fueling Positions

2 Pass-by reduction percentage is based on the ITE methodology per 2021 Pass-By Tables of ITE Trip Generation Appendices.

3 Truck Mix: South Coast Air Quality Management District's (SCAQMD) recommended truck mix, San Bernardino County Congestion Management Plan PCE Rates.

Proposed Project Trip Distribution

Trip distribution and assignment is the process of identifying the probable destinations, directions and traffic routes that project related traffic will affect. Trip distribution and assignment information can be estimated from observed traffic patterns, experience or through use of a computerized travel forecast model. Once the proposed development's trips have been estimated, they are assigned to the study area network. For the analysis of the proposed Project, the Project trip distribution and assignment were developed based on a select zone analysis (SZA) utilizing the updated RIVCOM with the addition of the proposed land uses to be developed at the site. An SZA provides distribution and number of trips on each model link that includes trips with an origin or destination in the selected zone.

Project Site Access

The proposed Project site would be accessed via Airport Boulevard, under two (2) access options: Option A, which includes a signalized westerly access point and an inbound right-turn-only easterly access just west of SR 86 southbound off ramp; or Option B, which includes the same signalized westerly access point and an emergency vehicle only easterly access just west of SR 86 southbound off ramp. Either option selected would not impact project trip assignment to the study area intersections. As discussed in the Project's TIA, the selection of these access options was coordinated with the City prior to inclusion in the TIA, and was also reviewed by Caltrans through the scoping agreement review process.

Project Scenarios

The following Project scenarios have been included in the analysis:

- Existing Year 2024
    - Existing Year 2024 Baseline Conditions: Represents the traffic conditions of the existing street network.
- Opening Year 2027
    - Opening Year 2027 Baseline Conditions: Represents the traffic conditions of the street network assumed to be in place by Year 2027 (existing counts plus ambient growth).
    - Opening Year 2027 Plus Project Conditions: Represents the Opening Year 2027 Baseline traffic conditions with the addition of Phase I of the proposed Project
- Opening Year 2030
    - Opening Year 2030 Baseline Conditions: Represents the traffic conditions of the street network assumed to be in place by Year 2030 (existing counts plus ambient growth plus Phase I of the proposed Project)
    - Opening Year 2030 Plus Project Conditions: Represents the Opening Year 2030 Baseline traffic conditions with the addition of Phase II of the proposed Project
- Opening Year 2033
    - Opening Year 2033 Baseline Conditions: Represents the traffic conditions of the street network assumed to be in place by Year 2033 (existing counts plus ambient growth plus Phases I & II of the proposed Project)
    - Opening Year 2033 Plus Project Conditions: Represents the Opening Year 2033 Baseline traffic conditions with the addition of Phase III of the proposed Project
- Buildout 2045
    - Buildout Year 2045 Baseline Conditions: Represents the traffic conditions of the street network assumed to be in place by Year 2045 (Community Buildout plus Phases I & II of the proposed Project)

- Buildout Year 2045 Plus Project Conditions: Represents the Buildout Year 2045 Baseline traffic conditions with the addition of Phase III of the proposed Project

Roadway Network

Locally significant roadways located within the study area of the proposed Project include:

Airport Boulevard from Polk Street to Fillmore Street: which functions as a major arterial that is currently under County of Riverside jurisdiction, within the City of Coachella's Sphere of Influence (SOI). Airport Boulevard consists of 4 lanes from Polk Street to Palm Street, 3 lanes from Palm Street to Orange Street and 2 lanes from Orange Street to Fillmore Street. The posted speed limit on Airport Boulevard is 45 mph between Polk Street and Fillmore Street and 55 mph east and west of this segment. Per the City of Coachella General Plan and the County of Riverside General Plan, the buildout classification for this segment of Airport Boulevard is a 6-lane major arterial.

Grapefruit Boulevard (SR 111) functions as a 2-lane major arterial from Tyler Street to Palm Street and as a 4-lane major arterial from Sunset Drive to Tyler Street within the City of Coachella. The posted speed limit on Grapefruit Boulevard is 55 mph. Per the City of Coachella General Plan, the buildout classification for this segment of Grapefruit Boulevard is a 6-lane major arterial.

Ten (10) study area intersections and seven (7) study area roadway segments were analyzed including the following:

Study Area Intersections

- Airport Boulevard and Filmore Street
- Airport Boulevard and SR 86 Northbound Ramps
- Airport Boulevard and SR 86 Southbound Ramps
- Airport Boulevard and Palm Street
- Airport Boulevard and Polk Street
- Palm Street and Grapefruit Boulevard
- Avenue 54 and Grapefruit Boulevard
- Tyler Street and Grapefruit Boulevard
- Sunset Drive and Grapefruit Boulevard
- Airport Boulevard and Project Driveway

Study Area Roadway Segments

- Airport Boulevard between SR 86 Southbound Ramps and SR 86 Northbound Ramps
- Airport Boulevard between SR 86 Southbound Ramps and Project Driveway
- Airport Boulevard between Project Driveway and Palm Street
- Airport Boulevard between Palm Street and Polk Street
- Grapefruit Boulevard/SR 111 between Palm Street and Avenue 54
- Grapefruit Boulevard/SR 111 between Avenue 54 and Tyler Street
- Grapefruit Boulevard/SR 111 between Tyler Street and Sunset Drive

Existing intersection peak hour and average daily traffic counts were collected on Thursday, January 18, 2024. Traffic counts for 2027, 2030, 2033, and 2045 without Project volumes were developed using annual growth rates from the RIVCOM AM peak hour, PM peak hour, and daily model plots. A comparison of the base year model (2018) and future year (2045) reflect the anticipated area-wide growth in traffic trips. Based on this comparison, annual growth factors were determined for each intersection analyzed under the proposed Project.

Thresholds of Significance

Based on Appendix G of the State CEQA Guidelines for determining impacts related to transportation, the proposed Project would have a significant impact if it would:

- Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities;
- Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b);
- Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment); or
- Result in inadequate emergency access.

Impacts

Impact 4.17.1 The proposed Project would not conflict with a program, plan, or policy addressing the City of Coachella's circulation system for transit, roadway, bicycle and pedestrian facilities (Less than Significant Impact With Mitigation Incorporated)

Construction Impacts

Short-term construction-related traffic impacts would occur with Project implementation along Airport Boulevard and at the on- and off-ramps at SR 86. This would include traffic impacts associated with the delivery of construction materials and equipment, removal of construction debris, and parking for construction workers. Overall, vehicular and truck traffic generated during Project construction would result in total volumes higher than existing conditions, which could result in a potentially significant impact relative to transportation and circulation. However, these construction-related impacts would be reduced to a less than significant level with implementation of a traffic control plan, to be established prior to issuance of any construction or demolition permits.

Specifically, Mitigation Measure TRA-1 requires that the Project Applicant prepare and submit to the City all necessary plans, permits or approvals, including but not limited to traffic control plans, encroachment or other permits from Caltrans, Union Pacific Railroad, and Imperial Irrigation District, for City approval

prior to the initiation of site disturbance such as grading, excavation, hauling, paving and other construction activities where public streets may be affected. In addition, prior to the initiation of site improvements, the Project Applicant is required to confer with the appropriate Coachella Public Works Department, Caltrans and the Union Pacific Railroad to ensure that construction activities and traffic control are carried out in a manner that causes minimal disruption to traffic on adjoining facilities. Mitigation Measure TRA-2 requires that the final location and design of construction staging areas and access complies with any applicable City access and design standards, and be reviewed by the Project Engineer. The Project Applicant is required to submit traffic control plans to the City prior to the issuance of grading and/or construction permits. With implementation of Mitigation Measures TRA-1 and TRA-2, the Project's construction-related transportation impacts would be reduced to a less than significant level.

Operational Impacts

The proposed Project would add an industrial business park to an existing vacant parcel in the City, with improved ingress/egress and access along Airport Boulevard. Consistent with the County Guidelines, the Project's TIA identifies LOS deficiencies for compliance with City of Coachella 2035 General Plan Update. Deficiencies and improvements may be incorporated into project conditions of approval as deemed satisfactory to the City Engineer. The City of Coachella has established LOS "D" as the minimum allowable level of service at intersections. Therefore, any intersection operating at LOS "E" or worse will be considered deficient for the purposes of this analysis. The following discussion includes an analysis of each of the Project scenarios as outlined in the "Methodology" subsection above.

OPENING YEAR 2027

The proposed Project's Opening Year 2027 Baseline Conditions traffic volumes were developed by applying the annual growth factors per intersection approach to 2024 counts for 3 years. Phase I Project traffic volumes were then added to the Opening Year 2027 Baseline Conditions traffic volumes to develop Opening Year 2027 Plus Project Conditions traffic volumes. Under the Opening Year 2027 Plus Project scenario, the Project would be required to construct, as a condition of approval, a signalized intersection at the Airport Boulevard and Project Driveway intersection.

Table 4.17-5, *Opening Year 2027 Scenario Intersection Operation Analysis,* shows the Opening Year Conditions 2027 intersection operation with and without the proposed Project's Phase I. Table 4.17-6, *Opening Year 2027 Plus Project Intersection Queue Analysis*, shows the Opening Year 2027 intersection queuing analysis with the proposed Project. Table 4.17-7, *Opening Year 2027 Scenario Roadway Segment Capacity Analysis,* shows the Opening Year 2027 roadway segment capacity analysis with and without the proposed Project. Table 4.17-8, *Opening Year 2027 With Improvement Roadway Segment Capacity Analysis*, shows the Opening Year 2027 roadway segment capacity analysis with the recommended improvements.

Table 4.17-5: Opening Year 2027 Scenario Intersection Operation Analysis

Intersection	Opening Year 2027 Baseline		Opening Year 2027 Plus Project		Opening Year 2027 With Improvement		Δ Delay (c)
	Delay (a)	LOS (b)	Delay (a)	LOS (b)	Delay (a)	LOS (b)	
AM Peak/PM Peak							
1. Airport Boulevard and Filmore Street	13.9/13.7	B/B	14.8/14.5	B/B			
2. Airport Boulevard and SR 86 Northbound Ramps	11.2/8.7	B/A	11.2/8.5	B/A			
3. Airport Boulevard and SR 86 Southbound Ramps	17.9/12.0	B/B	20.1.2/13.2	C/B			
4. Airport Boulevard and Palm Street	5.6/6.0	A/A	6.1/6.2	A/A			
5. Airport Boulevard and Polk Street	15.7/12.4	B/B	16.2/12.7	B/B			
6. Palm Street and Grapefruit Boulevard	5.1/6.4	A/A	5.3/6.6	A/A			
7. Avenue 54 and Grapefruit Boulevard	85.5/217.2	F/F	92.1/228.6	**F/F**	8.1/9.2	A/A	-77.4/-208.0
8. Tyler Street and Grapefruit Boulevard	60.3/175	F/F	69.3/178.6	**F/F**	7.8/9.1	A/A	-52.5/- 165.9
9. Sunset Drive and Grapefruit Boulevard	5.1/6.7	A/A	5.2/6.8	A/A			
10. Airport Boulevard and Project Driveway (Option A)[d]	Does not exist		4.3/6.4	A/A			
10.Airport Boulevard and Project Driveway (Option B)	Does not exist		4.2/6.3	A/A			

Notes:

***Bold** values indicate intersections operating at LOS E or F.*

Delay refers to the average control delay, measured in seconds per vehicle for the entire signalized or all-way stop-controlled (AWSC) intersection. At side-street stop-controlled (SSSC) intersection, delay refers to the worst movement.

LOS calculations are based on the methodology outlined in the Highway Capacity Manual 6th Edition and performed using Synchro 11

Change in delay between Opening Year 2027 With Improvement and Opening Year 2027 Baseline

Option A assumed 30% inbound traffic has entered from easterly driveway and 70% enters from this analyzed driveway.

Table 4.17-6: Opening Year 2027 Plus Project Intersection Queue Analysis

Intersection	Movement	Stacking Distance (ft)	Queue (ft)		Excess Demand		Recommended Turn Lane Length (ft)
			AM	PM	AM	PM	
2. Airport Boulevard and SR 86 Northbound Ramps	NBL	1000	135	123	--	--	1,000
	NBR	575	25	26	--	--	575
3. Airport Boulevard and SR 86 Southbound Ramps	SBL/SBT	1300	65	88	--	--	1,300
	SBR	700	112	73	--	--	700
	WBL	500	18	29	--	--	500
	EBL	170	69	116	--	--	170
4. Airport Boulevard and Palm Street	SBL	100	38	45	--	--	100
6. Palm Street and Grapefruit Boulevard	EBL	100	52	106	--	6	120
10. Airport Boulevard and Project Driveway	SBL	400	78	96	--	--	400
	WBR	325	41	28	--	--	325

Table 4.17-7: Opening Year 2027 Scenario Roadway Segment Capacity Analysis

Roadway Segment	Classification	LOS E Capacity	Opening Year 2027 Baseline			Opening Year 2027 Plus Project		
			ADT	v/c ratio	LOS	ADT	v/c ratio	LOS
Airport Boulevard								
SR 86 SB Ramps to SR 86 NB Ramps	2-lane Arterial	18,000	7,376	0.410	A	8,786	0.488	A
SR 86 SB Ramps to Project Driveway	2-lane Arterial	18,000	9,145	0.508	A	10,995	0.611	A
Project Driveway to Palm Street	2-lane Arterial	18,000	9,227	0.513	A	10,137	0.0563	A
Palm Street to Polk Street	4-lane Arterial	35,900	8,362	0.233	A	8,692	0.242	A
Grapefruit Boulevard								
Palm Street to Avenue 54	2-lane Arterial	18,000	15,390	0.855	D	15,920	0.884	D
Avenue 54 to Tyler Street	2-lane Arterial	18,000	16,419	0.912	**E**	16,779	0.932	**E**
Tyler Street to Sunset Drive	4-lane Arterial	35,900	18,854	0.525	A	19,134	0.533	A

*Nots: **Bold** indicates roadway segment capacity at LOS E or F.*

Table 4.17-8: Opening Year 2027 With Improvement Roadway Segment Capacity Analysis

Roadway Segment	Classification	LOS E Capacity	Opening Year 2027 Plus Project			Opening Year 2027 With Improvement		
			ADT	v/c ratio	LOS	ADT	v/c ratio	LOS
Grapefruit Boulevard								
Avenue 54 to Tyler Street	6-lane Urban Arterial	53,900	16,779	0.932	**E**	16,779	0.311	A
Notes: ***Bold** indicates roadway segment capacity at LOS E or F.*								

As shown in Table 4.17-5, all analyzed intersections would operate at an acceptable LOS under the Opening Year 2027 scenario except for the following:

- Avenue 54 and Grapefruit Boulevard during AM and PM peak hour (LOS F)
- Tyler Street and Grapefruit Boulevard during AM and PM peak hour (LOS F)

It must be noted that the deficiencies occur whether or not the Project is constructed. In order to improve the level of service and ensure that the Project's operational transportation impacts remain less than significant with regard to conflicts with programs, plans, or policies addressing the City of Coachella's circulation system, the following transportation improvements are recommended with or without the Project:

- Avenue 54 and Grapefruit Boulevard – Signalize the intersection with no changes to existing configuration of 1 left, 1 through, and 1 right turn lane in northbound, southbound, and westbound directions, and 1 shared left/through/right in eastbound direction.
- Tyler Street and Grapefruit Boulevard – Signalize the intersection with no changes to existing configuration of 1 shared left/through lane in northbound direction, 1 right and 1 through lane in southbound direction, and 1 shared left/right lane in eastbound direction.

The Project contributes to the deficiency at Avenue 54 and Grapefruit Boulevard and will contribute toward this improvement via fee payment to City of Coachella DIF and CVAG TUMF programs for Projects B-349 and B-350. The Project contributes to the deficiency at Tyler Street and Grapefruit Boulevard and will also contribute toward this improvement via fee payment to City of Coachella DIF and CVAG TUMF programs for Project B-349.

According to Table 4.17-6, there would be excess queue demand at the eastbound left turn lane at the intersection of Palm Street and Grapefruit Boulevard. Therefore, the recommended turn lane length for this movement is 120 feet. This can be accommodated within the existing 540 ft distance between Intersection 4 and 6 limit lines. Additionally, the PM peak hour left turn volume is 175 vehicles and the County's Guidelines Appendix C does not recommend dual left turn lanes for a peak hour volume of less than 300 vehicles.

Table 4.17-7 shows that the proposed Project would have a capacity deficiency under Opening Year 2027 Plus Project Conditions on Grapefruit Boulevard between Avenue 54 and Tyler Street. Widening the

roadway to its ultimate 6-lane major arterial classification would increase the capacity of the roadway and result in an acceptable LOS, as shown in Table 4.17-8. The Project would contribute toward this improvement via fee payment to City of Coachella DIF and CVAG TUMF programs for Project B-349.

Table 4.17-8 shows the analysis results after the implementation of the improvements described above. As shown, the deficient locations would be improved to delays less than Opening Year 2027 Baseline conditions with the implementation of the proposed transportation improvements. The intersections of Avenue 54 and Grapefruit Boulevard and Tyler Street and Grapefruit Boulevard warrant a traffic signal under Opening Year 2027.

Therefore, with implementation of the recommended improvements and payment of the City of Coachella DIF and CVAG TUMF fees, the Project's operational impacts under Opening Year 2027 Conditions would be less than significant.

OPENING YEAR 2030

The Opening Year 2030 Baseline Conditions traffic volumes were developed by applying the annual growth factors per intersection approach to 2024 counts for 6 years, in addition to Phase I of the proposed Project. Phase II Project traffic volumes are then added to the Opening Year 2030 Baseline Conditions traffic volumes to develop Opening Year 2030 Plus Project Conditions traffic volumes. This section also documents potential operational deficiencies on the existing local and regional circulation networks. The Project proposes a signalized intersection at the Airport Boulevard and Project Driveway intersection under Opening Year 2030 scenarios.

Table 4.17-9, *Opening Year 2030 Scenario Intersection Operation Analysis,* shows the Opening Year Conditions 2030 intersection operation under the proposed Project. Table 4.17-10, *Opening Year 2030 Plus Project Intersection Queue Analysis*, shows the Opening Year 2030 intersection queuing analysis with and without the proposed Project. Table 4.17-11, *Opening Year 2030 Scenario Roadway Segment Capacity Analysis,* shows the Opening Year 2030 roadway segment capacity analysis with the proposed Project. Table 4.17-12, *Opening Year 2030 With Improvement Roadway Segment Capacity Analysis*, shows the Opening Year 2030 roadway segment capacity analysis with the recommended improvements.

Table 4.17-9: Opening Year 2030 Scenario Intersection Operation Analysis

Intersection	Opening Year 2030 Baseline		Opening Year 2030 Plus Project		Opening Year 2030 With Improvement		Δ Delay (c)
	Delay (a)	LOS (b)	Delay (a)	LOS (b)	Delay (a)	LOS (b)	
AM Peak/PM Peak							
1. Airport Boulevard and Filmore Street	20.8/19.0	C/C	21.4/19.7	C/C			
2. Airport Boulevard and SR 86 Northbound Ramps	10.8/8.5	B/A	11.1/8.4	B/A			
3. Airport Boulevard and SR 86 Southbound Ramps	22.6/12.6	C/B	24.4/13.1	C/B			
4. Airport Boulevard and Palm Street	6.6/6.5	A/A	6.7/6.6	A/A			
5. Airport Boulevard and Polk Street	20.9/19.5	C/B	21.3/20.1	C/C			
6. Palm Street and Grapefruit Boulevard	5.9/13.3	A/B	6.0/14.1	A/B			
7. Avenue 54 and Grapefruit Boulevard	278.6/510.5	**F/F**	283.7/514.76	**F/F**	10.8/10.0	B/B	-267.8/-500.5
8. Tyler Street and Grapefruit Boulevard	194.6/459.9	**F/F**	198.7/460.8	**F/F**	23.7/277.1	C/**F**	-170.9/-182.8
9. Sunset Drive and Grapefruit Boulevard	5.6/7.0	A/A	5.6/7.0	A/A			
10. Airport Boulevard and Project Driveway (Option A)[d]	4.1/6.0	A/A	4.4/7.6	A/A			
10. Airport Boulevard and Project Driveway (Option B)	3.9/5.9	A/A	4.3/7.5	A/A			

Notes:
***Bold** values indicate intersections operating at LOS E or F.*
Delay refers to the average control delay, measured in seconds per vehicle for the entire signalized or all-way stop-controlled (AWSC) intersection. At side-street stop-controlled (SSSC) intersection, delay refers to the worst movement.
LOS calculations are based on the methodology outlined in the Highway Capacity Manual 6th Edition and performed using Synchro 11
Change in delay between Opening Year 2027 With Improvement and Opening Year 2027 Baseline

Option A assumed 30% inbound traffic has entered from easterly driveway and 70% enters from this analyzed driveway.

Table 4.17-10: Opening Year 2030 Plus Project Intersection Queue Analysis

Intersection	Movement	Stacking Distance (ft)	Queue (ft)		Excess Demand		Recommended Turn Lane Length (ft)
			AM	PM	AM	PM	
2. Airport Boulevard and SR 86 Northbound Ramps	NBL	1000	150	124	--	--	1,000
	NBR	575	27	29	--	--	575
3. Airport Boulevard and SR 86 Southbound Ramps	SBL/SBT	1300	66	89	--	--	1,300
	SBR	700	153	77	--	--	700
	WBL	500	19	29	--	--	500
	EBL	170	72	119	--	--	170
4. Airport Boulevard and Palm Street	SBL	100	51	59	--	--	100
6. Palm Street and Grapefruit Boulevard	EBL	100	72	139	--	39	140
10. Airport Boulevard and Project Driveway	SBL	400	93	141	--	--	400
	WBR	325	51	33	--	--	325

Table 4.17-11: Opening Year 2030 Scenario Roadway Segment Capacity Analysis

Roadway Segment	Classification	LOS E Capacity	Opening Year 2030 Baseline			Opening Year 2030 Plus Project		
			ADT	v/c ratio	LOS	ADT	v/c ratio	LOS
Airport Boulevard								
SR 86 SB Ramps to SR 86 NB Ramps	2-lane Arterial	18,000	10,402	0.578	A	10,822	0.601	B
SR 86 SB Ramps to Project Driveway	2-lane Arterial	18,000	12,525	0.696	B	13,075	0.726	C
Project Driveway to Palm Street	2-lane Arterial	18,000	11,586	0.644	B	11,856	0.659	B
Palm Street to Polk Street	4-lane Arterial	35,900	10,142	0.283	A	10,242	0.285	A
Grapefruit Boulevard								
Palm Street to Avenue 54	2-lane Arterial	18,000	20,306	1.128	**F**	20,456	1.136	**F**
Avenue 54 to Tyler Street	2-lane Arterial	18,000	23,568	1.309	**F**	23,678	1.315	**F**
Tyler Street to Sunset Drive	4-lane Arterial	35,900	23,332	0.650	B	23,412	0.652	B

Notes:
***Bold** indicates roadway segment capacity at LOS E or F.*

Table 4.17-12: Opening Year 2030 With Improvement Roadway Segment Capacity Analysis

Roadway Segment	Classification	LOS E Capacity	Opening Year 2030 Plus Project			Opening Year 2030 With Improvement		
			ADT	v/c ratio	LOS	ADT	v/c ratio	LOS
Grapefruit Boulevard								
Palm Street to Avenue 54	6-lane Urban Arterial	53,900	20,306	1.128	**F**	20,306	0.377	A
Avenue 54 to Tyler Street	6-lane Urban Arterial	53,900	23,568	1.309	**F**	23,568	0.437	A

Notes:
***Bold** indicates roadway segment capacity at LOS E or F.*

As shown in Table 4.17-9, all analyzed intersections would operate at an acceptable LOS under Opening Year 2030 Baseline Conditions except for the following:

- Avenue 54 and Grapefruit Boulevard during AM and PM peak hour (LOS F)
- Tyler Street and Grapefruit Boulevard during AM and PM peak hour (LOS F)

The following transportation improvements are recommended at the identified deficient locations:

- Avenue 54 and Grapefruit Boulevard – Signalize the intersection with no changes to existing configuration of 1 left, 1 through, and 1 right turn lane in northbound, southbound, and westbound directions, and 1 shared left/through/right in eastbound direction. Project will contribute toward this improvement via fee payment to City of Coachella DIF and CVAG TUMF programs for Projects B-349 and B-350.
- Tyler Street and Grapefruit Boulevard – Signalize the intersection signalization with no changes to existing configuration of 1 shared left/through lane in northbound direction, 1 right and 1 through lane in southbound direction, and 1 shared left/right lane in eastbound direction. Project will contribute toward this improvement via fee payment to City of Coachella DIF and CVAG TUMF programs for Project B-349.

Table 4-17-10 shows that there would be excess queue demand at the eastbound left turn lane at the intersection of Palm Street and Grapefruit Boulevard. Therefore, the recommended turn lane length for this movement is 140 feet. This can be accommodated within the existing 540 ft distance between Intersection 4 and 6 limit lines. Additionally, the PM peak hour left turn volume is 226 vehicles and the Guidelines Appendix C does not recommend dual left turn lanes for a peak hour volume of less than 300 vehicles.

Table 4.17-11 shows that the proposed Project would have a capacity deficiency under Opening Year 2030 Plus Project Conditions on Grapefruit Boulevard between Palm Street and Avenue 54 and Avenue 54 and Tyler Street. Widening the roadway to its ultimate 6-lane major arterial classification would increase the capacity of the roadway and result in an acceptable LOS, as shown in Table 4.17-12. The Project would contribute toward this improvement via fee payment to City of Coachella DIF and CVAG TUMF programs for Project B-349.

Table 4.17-12 indicates that the analysis results after the implementation of the improvements described above show that all deficient locations will result in improved capacities to accommodate Opening Year 2030 Plus Project conditions with the implementation of the proposed transportation improvements. The Project will contribute toward this improvement via fee payment to City of Coachella DIF and CVAG TUMF programs for Project B-349.

Therefore, with implementation of the recommended improvements and payment of City of Coachella DIF and CVAG TUMF fees, the Project's operational impacts under Opening Year 2030 Conditions would be less than significant.

OPENING YEAR 2033

The Opening Year 2033 Baseline Conditions traffic volumes were developed by applying the annual growth factors per intersection approach to 2024 counts for 9 years, in addition to Phases I and II of the proposed Project. Phase III Project traffic volumes are then added to the Opening Year 2033 Baseline Conditions traffic volumes to develop Opening Year 2033 Plus Project Conditions traffic volumes. This section also documents potential operational deficiencies on the existing local and regional circulation networks. The Project proposes a signalized intersection at the Airport Boulevard and Project Driveway intersection under Opening Year 2033 scenarios.

Table 4.17-13, *Opening Year 2033 Scenario Intersection Operation Analysis,* shows the Opening Year Conditions 2033 intersection operation with and without the proposed Project. Table 4.17-14, *Opening Year 2033 Plus Project Intersection Queue Analysis*, shows the Opening Year 2033 intersection queuing analysis with the proposed Project. Table 4.17-15, *Opening Year 2033 Scenario Roadway Segment Capacity Analysis,* shows the Opening Year 2033 roadway segment capacity analysis with the proposed Project. Table 4.17-16, *Opening Year 2033 With Improvement Roadway Segment Capacity Analysis*, shows the Opening Year 2033 roadway segment capacity analysis with the recommended improvements.

Table 4.17-13: Opening Year 2033 Scenario Intersection Operation Analysis

Intersection	Opening Year 2033 Baseline		Opening Year 2033 Plus Project		Opening Year 2033 With Improvement		Δ Delay (c)
	Delay (a)	LOS (b)	Delay (a)	LOS (b)	Delay (a)	LOS (b)	
AM Peak/PM Peak							
1. Airport Boulevard and Filmore Street	36.5/65.3	**E/F**	37.3/71.3	**E/F**	13.8/7.8	B/A	-22.7/-57.5
2. Airport Boulevard and SR 86 Northbound Ramps	11.1/8.6	B/A	11.2/8.6	B/A			
3. Airport Boulevard and SR 86 Southbound Ramps	32.0/13.3	C/B	37.4/13.6	D/B			
4. Airport Boulevard and Palm Street	7.0/6.8	A/A	7.0/6.9	A/A			
5. Airport Boulevard and Polk Street	34.2/24.3	C/C	34.8/24.5	C/C			
6. Palm Street and Grapefruit Boulevard	7.5/35.2	A/D	7.5/36.2	A/D			
7. Avenue 54 and Grapefruit Boulevard	480.4/766.3	**F/F**	484.4/770.1	**F/F**	36.5/75.7	D/**E**	-443.9/-690.6
8. Tyler Street and Grapefruit Boulevard	363.5/729.9	**F/F**	367.2/732.1	**F/F**	11.6/95.3	B/**F**	-351.9/-634.6
9. Sunset Drive and Grapefruit Boulevard	6.0/25.1	A/C	6.0/25.7	A/C			
10. Airport Boulevard and Project Driveway (Option A)d	4.3/7.3	A/A	4.6/8.7	A/A			
10. Airport Boulevard and Project Driveway (Option B)	4.2/7.2	A/A	4.4/8.5	A/A			

Notes:
Bold indicates intersections operating at LOS E or F.
Delay refers to the average control delay, measured in seconds per vehicle for the entire signalized or all-way stop-controlled (AWSC) intersection. At side-street stop-controlled (SSSC) intersection, delay refers to the worst movement.
LOS calculations are based on the methodology outlined in the Highway Capacity Manual 6th Edition and performed using Synchro 11. Change in delay between Opening Year 2033 With Improvement and Opening Year 2033 Baseline
Option A assumed 30% inbound traffic has entered from easterly driveway and 70% enters from this analyzed driveway.

Table 4.17-14: Opening Year 2033 Plus Project Intersection Queue Analysis

Intersection	Movement	Stacking Distance (ft)	Queue (ft)		Excess Demand		Recommended Turn Lane Length (ft)
			AM	PM	AM	PM	
2. Airport Boulevard and SR 86 Northbound Ramps	NBL	1000	155	238	--	--	1,000
	NBR	575	29	29	--	--	575
3. Airport Boulevard and SR 86 Southbound Ramps	SBL/T	1300	68	337	--	--	1,300
	SBR	700	198	311	--	--	700
	WBL	500	24	106	--	--	500
	EBL	170	75	121	--	--	170
4. Airport Boulevard and Palm Street	SBL	100	56	71	--	--	100
6. Palm Street and Grapefruit Boulevard	EBL	100	82	333	--	233	340
10.Airport Boulevard and Project Driveway	SBL	400	97	159	--	--	400
	WBR	325	57	207	--	--	325

Table 4.17-15: Opening Year 2033 Scenario Roadway Segment Capacity Analysis

Roadway Segment	Classification	LOS E Capacity	Opening Year 2033 Baseline			Opening Year 2033 Plus Project		
			ADT	v/c ratio	LOS	ADT	v/c ratio	LOS
Airport Boulevard								
SR 86 SB Ramps to SR 86 NB Ramps	2-lane Arterial	18,000	12,438	0.691	B	12,788	0.710	C
SR 86 SB Ramps to Project Driveway	2-lane Arterial	18,000	14,604	0.811	D	15,074	0.837	D
Project Driveway to Palm Street	2-lane Arterial	18,000	13,305	0.739	C	13,535	0.752	C
Palm Street to Polk Street	4-lane Arterial	35,900	11,691	0.326	A	11,771	0.328	A
Grapefruit Boulevard								
Palm Street to Avenue 54	2-lane Arterial	18,000	24,841	1.380	**F**	24,971	1.387	**F**
Avenue 54 to Tyler Street	2-lane Arterial	18,000	30,468	1.693	**F**	30,558	1.698	**F**
Tyler Street to Sunset Drive	4-lane Arterial	35,900	27,610	0.769	C	27,680	0.771	C

Table 4.17-16: Opening Year 2033 With Improvement Roadway Segment Capacity Analysis

Roadway Segment	Classification	LOS E Capacity	Opening Year 2033 Plus Project			Opening Year 2033 With Improvement		
			ADT	v/c ratio	LOS	ADT	v/c ratio	LOS
Grapefruit Boulevard								
Palm Street to Avenue 54	6-lane Urban Arterial	53,900	24,971	1.387	**F**	24,971	0.463	A
Avenue 54 to Tyler Street	6-lane Urban Arterial	53,900	30,558	1.698	**F**	30,558	0.567	A

Notes:
***Bold** indicates roadway segment capacity at LOS E or F.*

As shown in Table 4.17-13, all analyzed intersections would operate at an acceptable LOS under Opening Year 2033 Baseline Conditions except for the following:

- Airport Boulevard and Filmore Street during AM (LOS E) and PM peak hour (LOS F)
- Avenue 54 and Grapefruit Boulevard during AM and PM peak hour (LOS F)
- Tyler Street and Grapefruit Boulevard during AM and PM peak hour (LOS F)

The following transportation improvements are recommended at the identified deficient locations:

- Airport Boulevard and Filmore Street – Signalize the intersection with no changes to existing configuration of 1 shared left/through/right lane on all approaches. Project will contribute toward this improvement via fee payment to the City of Coachella DIF program and CVAG TUMF.
- Avenue 54 and Grapefruit Boulevard – Signalize the intersection with no changes to existing configuration of 1 left, 1 through, and 1 right turn lane in northbound, southbound, and westbound directions, and 1 shared left/through/right in eastbound direction. Project will contribute toward this improvement via fee payment to City of Coachella DIF and CVAG TUMF programs for Projects B-349 and B-350.
- Tyler Street and Grapefruit Boulevard – Signalize the intersection signalization with no changes to existing configuration of 1 shared left/through lane in northbound direction, 1 right and 1 through lane in southbound direction, and 1 shared left/right lane in eastbound direction. Project will contribute toward this improvement via fee payment to City of Coachella DIF and CVAG TUMF programs for Project B-349.

According to Table 4.17-14, there would be excess queue demand at the eastbound left turn lane at the intersection of Palm Street and Grapefruit Boulevard. Therefore, the recommended turn lane length for this movement is 340 feet. This can be accommodated within the existing 540 ft distance between Intersection 4 and 6 limit lines. Additionally, the PM peak hour left turn volume is 275 vehicles and the Guidelines Appendix C do not recommend dual left turn lanes for a peak hour volume of less than 300 vehicles.

Table 4.17-15 shows that the proposed Project would have a capacity deficiency under Opening Year 2033 Plus Project Conditions on Grapefruit Boulevard between Palm Street and Avenue 54 and Avenue 54 and Tyler Street. Widening the roadway to its ultimate 6-lane major arterial classification would increase the capacity of the roadway and result in an acceptable LOS, as shown in Table 4.17-16. The Project would

contribute toward this improvement via fee payment to City of Coachella DIF and CVAG TUMF programs for Project B-349.

Table 4.17-16 displays the analysis results after the implementation of the improvements described above. As shown, all deficient locations will be improved to delays less than Opening Year 2033 Baseline conditions with the implementation of the proposed transportation improvements. While the PM peak hour conditions at Intersection Nos. 7 and 8 are still considered deficient until the ultimate General Plan buildout improvements are constructed, consistent with the City of Coachella DIF and CVAG TUMF programs, the identified improvements will improve conditions at these intersections as compared to the 2033 No Project condition with no improvements. In addition to the intersections that already warrant a traffic signal under Opening Year 2027 Conditions, the intersection of Airport Boulevard and Filmore Street warrants a traffic signal under Opening Year 2033 Conditions.

Therefore, with implementation of the recommended improvements and payment of City of Coachella DIF and CVAG TUMF fees, the Project's operational impacts under Opening Year 2033 Conditions would be less than significant.

BUILDOUT YEAR 2045

The Buildout 2045 Baseline forecast volumes for the proposed Project were developed by applying the annual growth factors per intersection approach to 2024 counts for 21 years. If developed Year 2045 intersection approach volumes are higher than RIVCOM Forecast Year 2045 outputs, the maximum of developed Year 2033 volumes or Forecast Year 2045 model output was used. Phases I and II of the proposed Project were added to Year 2045 volumes to develop Buildout 2045 Baseline traffic volumes. Proposed Project Phase III traffic volumes were then added to the Buildout 2045 Baseline traffic volumes to develop Buildout 2045 Plus Project traffic volumes. The following network improvements are assumed under Buildout 2045 scenarios.

- A signalized intersection at the Airport Boulevard and Project Driveway (warranted in accordance with the California Manual on Uniform Traffic Control Devices (MUTCD) Figure 4C-103(CA))
- For the purpose of roadway segment capacity analysis only, the buildout classification of 6-lane urban arterial for Airport Boulevard and Grapefruit Boulevard is assumed, consistent with the City of Coachella General Plan.

Table 4.17-17, *Buildout Year 2045 Scenario Intersection Operation Analysis,* shows the Buildout Year Conditions 2045 intersection operation with and without the proposed Project. Table 4.17-18, *Buildout Year 2045 Plus Project Intersection Queue Analysis*, shows the Buildout Year Conditions 2045 intersection queuing analysis with the proposed Project. Table 4.17-19, *Buildout Year 2045 Scenario Roadway Segment Capacity Analysis,* shows the Buildout Year Conditions 2045 roadway segment capacity analysis with the proposed Project.

Table 4.17-17: Buildout 2045 Scenario Intersection Operation Analysis

Intersection	Buildout 2045 Baseline		Buildout 2045 Plus Project		Buildout 2045 With Improvement		Δ Delay (c)
	Delay (a)	LOS (b)	Delay (a)	LOS (b)	Delay (a)	LOS (b)	
AM Peak/PM Peak							
1. Airport Boulevard and Filmore Street	286/214.3	**F/F**	296/235.1	**F/F**	17.0/9.6	B/A	-276.2/-250.0
2. Airport Boulevard and SR 86 Northbound Ramps	14.1/12.2	B/B	14.3/12.4	B/B			
3. Airport Boulevard and SR 86 Southbound Ramps	49.9/16.4	D/B	56.5/17.8	**E**/B	42.6/33.7	D/C	-49.3/-28.0
4. Airport Boulevard and Palm Street	7.2/7.0	A/A	7.3/7.0	A/A			
5. Airport Boulevard and Polk Street	34.8/35.1	C/D	35.4/35.4	D/D			
6. Palm Street and Grapefruit Boulevard	7.5/35.2	A/C	7.5/36.2	A/D			
7. Avenue 54 and Grapefruit Boulevard	558.8/773.6	**F/F**	563.5/777.2	**F/F**	56.9/73.8	**E/E**	-272.4/-234.6
8. Tyler Street and Grapefruit Boulevard	365.9/729.9	**F/F**	369.4/732.1	**F/F**	12.0/95.4	B/**F**	-246.1/-35.3
9. Sunset Drive and Grapefruit Boulevard	6.2/53.9	A/D	6.3/54.6	A/D			
10. Airport Boulevard and Project Driveway (Option A)	4.3/7.2	A/A	6.7/8.3	A/A			
10. Airport Boulevard and Project Driveway (Option B)	4.2/7.1	A/A	4.4/8.2	A/A			

Notes:
***Bold** values indicate intersections operating at LOS E or F.*
Delay refers to the average control delay for the entire intersection, measured in seconds per vehicle. At unsignalized intersection, delay refers to the worst movement.
LOS calculations are based on the methodology outlined in the Highway Capacity Manual 6th Edition and performed using Synchro 10
Change in delay between Buildout Year 2045 With Improvement and Buildout Year 2045 Baseline
Option A assumed 30% inbound traffic has entered from easterly driveway and 70% enters from this analyzed driveway.

Table 4.17-18: Buildout 2045 Plus Project Intersection Queue Analysis

Intersection	Movement	Stacking Distance (ft)	Queue (ft)		Excess Demand		Recommended Turn Lane Length (ft)
			AM	PM	AM	PM	
2. Airport Boulevard and SR 86 Northbound Ramps	NBL	1000	209	273	--	--	1,000
	NBR	575	42	47	--	--	575
3. Airport Boulevard and SR 86 Southbound Ramps	SBL/T	1300	102	367	--	--	1,300
	SBR	700	277	366	--	--	700
	WBL	500	30	150	--	--	500
	EBL	170	129	162	--	--	170
4. Airport Boulevard and Palm Street	SBL	100	82	79			100
6. Palm Street and Grapefruit Boulevard	EBL	100	85	383		283	385
10. Airport Boulevard and Project Driveway	SBL	400	102	164	--	--	400
	WBT	325	250	298	--	--	325
	WBR	325	164	260	--	--	325

Table 4.17-19: Buildout 2045 Scenario Roadway Segment Capacity Analysis

Roadway Segment	Classification	LOS E Capacity	Buildout Year 2045 Baseline			Buildout Year 2045 Plus Project		
			ADT	v/c ratio	LOS	ADT	v/c ratio	LOS
Airport Boulevard								
SR 86 SB Ramps to SR 86 NB Ramps	6-lane Arterial	53,900	12,438	0.231	A	12,788	0.237	A
SR 86 SB Ramps to Project Driveway	6-lane Arterial	53,900	14,604	0.271	A	15,074	0.280	A
Project Driveway to Palm Street	6-lane Arterial	53,900	13,305	0.247	A	13,535	0.251	A
Palm Street to Polk Street	6-lane Arterial	53,900	11,691	0.217	A	11,771	0.218	A
Grapefruit Boulevard								
Palm Street to Avenue 54	6-lane Arterial	53,900	24,841	0.461	A	24,971	0.463	A
Avenue 54 to Tyler Street	6-lane Arterial	53,900	30,468	0.565	A	30,558	0.567	A
Tyler Street to Sunset Drive	6-lane Arterial	53,900	27,610	0.512	A	27,680	0.514	A

As shown in Table 4.17-17, all analyzed intersections would operate at an acceptable LOS under Buildout 2045 Baseline Conditions except for the following:

- Airport Boulevard and Filmore Street during AM and PM peak hour (LOS F)
- Avenue 54 and Grapefruit Boulevard during AM and PM peak hour (LOS F)
- Tyler Street and Grapefruit Boulevard during AM and PM peak hour (LOS F)

The following transportation improvements are recommended at the identified deficient locations:

- Airport Boulevard and Filmore Street – Signalize the intersection with no changes to existing configuration of 1 shared left/through/right lane on all approaches. Project will contribute toward this improvement via fee payment to the City of Coachella DIF program and CVAG TUMF.
- Airport Boulevard and SR 86 SB Ramps – Add 1 exclusive left turn lane in the southbound direction. Project will contribute toward this improvement via fee payment to City of Coachella DIF and CVAG TUMF programs for Project B-503.
- Avenue 54 and Grapefruit Boulevard – Signalize the intersection with no changes to existing configuration of 1 left, 1 through, and 1 right turn lane in northbound, southbound, and westbound directions, and 1 shared left/through/right in eastbound direction. Project will contribute toward this improvement via fee payment to City of Coachella DIF and CVAG TUMF programs for Projects B-349 and B-350.
- Tyler Street and Grapefruit Boulevard – Signalize the intersection with 1 right and 1 through lane in southbound direction, 1 shared left/right lane in eastbound direction and reconfigure northbound approach for 1 through lane and add 1 exclusive northbound left turn lane due to greater than 100 left turns per the Guidelines Appendix C. 125 ft storage length is assumed in analysis as determined by methodology in Caltrans Highway Design Manual Index 405.2(2)(e) and Buildout 2045 Plus Project left turn peak hour volume of 131 vehicles. The Project will contribute toward this improvement via fee payment to City of Coachella DIF and CVAG TUMF programs for Project B-349.

Table 4.17-17 displays the analysis results after the implementation of the improvements described above. As shown, all deficient locations will be improved to delays less than Buildout Year 2045 Baseline conditions with the implementation of the proposed transportation improvements (but as explained above will still operate at deficient levels until the full General Plan buildout improvements are completed). Traffic signal warrant worksheets for deficient intersections that already warrant a traffic signal under Opening Year 2027. All analyzed roadway segments would operate at an acceptable LOS under Buildout 2045 Conditions.

According to Table 4.17-18, there would be excess queue demand at the eastbound left turn lane at the intersection of Palm Street and Grapefruit Boulevard. Therefore, the recommended turn lane length for this movement is 340 feet. This can be accommodated within the existing 540 ft distance between Intersection 4 and 6 limit lines. Additionally, the PM peak hour left turn volume is 275 vehicles, and the Guidelines Appendix C do not recommend dual left turn lanes for a peak hour volume of less than 300 vehicles.

As shown in Table 4.17-19, all analyzed roadway segments would operate at an acceptable LOS under Buildout 2045 Conditions.

Therefore, with implementation of the recommended improvements and payment of City of Coachella DIF and CVAG TUMF fees, the Project's operational impacts under Buildout Year 2045 Conditions, would be less than significant.

TRANSIT, BICYCLE AND PEDESTRIAN FACILITIES

The SunLine Transit Agency is the main transit agency servicing the City. Currently, SunLine operates buses on Route 8 along the project frontage. Route 8 operates seven days a week and connects Coachella to Indio to the north and Mecca to the south. Daily service frequency is 60 minutes. Bus stops for Route 8 are currently located along the project frontage. Pedestrian accessibility and connectivity from the Project site to the northbound bus stop will be provided along the north side of Airport Boulevard through construction of sidewalk. There is existing sidewalk along the south side of Airport Boulevard for the southbound bus stop, but crossing is not available at the intersection with Desert Cactus Drive/SR 86 Southbound Ramp.

The proposed Project would not construct any improvements that would affect existing transit service or transit stops within the Project area. Long-term operation of the Project would not reduce transit service or alter access to transit stops within the Project area, including SunLine bus service and stops located along the alignment of Route 8. Therefore, a less than significant impact would occur relative to transit.

No bicycle facilities or sidewalks currently exist along the site frontage on Airport Boulevard. However, pedestrian crosswalks and sidewalks are provided along the south side of Airport Boulevard. Bicycle facilities do not currently exist along Airport Boulevard. The proposed Project would provide half-width right-of-way improvements along the property frontage including a vehicular travel lane, bike lane, curb, gutter, and sidewalk. The proposed Project would comply with the City's design and development standards. As such, the proposed Project would not interfere with existing or planned bicycle facilities or sidewalks in the City or conflict with applicable plans or policies and a less than significant impact would occur.

Mitigation Measures

TRA-1 All necessary plans, permits or approvals, including but not limited to traffic control plans, encroachment or other permits from Caltrans, Union Pacific Railroad, Imperial Irrigation District and others, shall be prepared by the Construction Contractor for and approved by the City prior to the initiation of site disturbance such as grading, excavation, hauling, paving and other construction activities where public streets may be affected. Prior to the initiation of site improvements, the Project Applicant shall confer with the appropriate Coachella Public Works Department, Caltrans and the Union Pacific Railroad to ensure that construction activities and traffic control are carried out in a manner that causes minimal disruption to traffic on adjoining facilities.

TRA-2 The final location and design of construction staging and access shall comply with any applicable City access and design standards, and be reviewed by the Project Engineer. The Project Applicant shall submit traffic control plans to the City prior to the issuance of grading and/or construction permits.

Impact 4.17.2 The proposed Project would conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b). (Significant and Unavoidable Impact)

State CEQA Guidelines Section 15064.3(b) provides criteria for analyzing traffic related impacts from a proposed project. The criteria further divide projects under Land Use and Transportation projects and provide guidelines for the level and methodology of traffic analysis related to a project. Specifically, the criteria for land use and transportation projects assume that projects within one-half mile of either an existing major transit stop or a stop along an existing high quality transit corridor have a less than significant transportation impact. Similarly, projects that decrease VMT in the Project area compared to existing conditions, generally have a less than significant transportation impact. If existing models or methods are not available to estimate the VMT for a project, the lead agency is allowed to utilize a qualitative analysis for the project's VMT. Such a qualitative analysis should evaluate factors such as the availability of transit, proximity to other destinations, etc. A lead agency also has discretion to choose the most appropriate methodology to evaluate a project's VMT as long as the methodology is adequately assessed and documented.

As described previously, the proposed Project is within the jurisdiction of the City of Coachella, which has not formally adopted its own guidance on evaluating VMT for transportation impacts under CEQA. In the absence of direct guidance from the lead agency, the County Guidelines were used as the basis to evaluate VMT for this proposed Project as discussed above. The County Guidelines include several project screening criteria which were reviewed for the Project evaluation. The Project includes multiple non-residential land uses which is considered as a mixed-use project. The County Guidelines recommend evaluation of each land use separately in case of a mixed-use project. Therefore, each of the Project uses were assessed with screening criteria for Small Projects established in the County Guidelines. The County Guidelines have identified project size thresholds (in thousand square feet [TSF]) for multiple land uses that can be screened out of a detailed VMT analysis. Each of the Project land uses were compared with the criteria established for Small Projects as described below:

- 233.1 TSF large warehouse: Warehouse buildings with less than or equal to 208 TSF can be screened out of VMT analysis. The large warehouse use does not meet this criterion and therefore cannot be screened out of a VMT analysis.
- 96 TSF small warehouse: As mentioned above, warehouse buildings with less than or equal to 208 TSF can be screened out of VMT analysis. The small warehouse building is less than 208 TSF and therefore can be screened out of a VMT analysis.
- 128.6 TSF self-storage: The screening criteria from the County Guidelines do not include a self-storage land use. However, this use can be considered as general light industrial in nature. The County Guidelines provide a threshold of 179 TSF for screening out light industrial buildings/projects. Therefore, based on the screening threshold of 179 TSF, this land use can be screened out of a detailed VMT analysis.
- 76.8 TSF personal vehicle storage: Similar to the above land use, the County Guidelines do not include screening criteria for personal vehicle storage. However, this use can also be considered as a small warehouse based on information received from Project Applicant. Therefore, based on the screening threshold of 208 TSF for warehouse buildings, this land use can be screened out of a detailed VMT analysis.

- 81 TSF small business/office: The County Guidelines provide a screening threshold of 165 TSF for general office buildings/uses. The Project's office use is less than 165 TSF and therefore can be screened out of a detailed VMT analysis.
- 8.65 TSF retail: Based on the screening criteria in the County Guidelines, retail buildings with an area less than 60 TSF can be screened out of detailed VMT analysis. The Project's retail land use can be screened out of detailed VMT analysis under this criterion.

As demonstrated above, all of the Project land uses with the exception of the large warehouse can be screened out of a VMT analysis, based on the Small Projects screening criteria established in the County Guidelines. It should be noted that the Project's total employee generation figure of 741 new employees provided in the VMT Analysis (Table 1 of Appendix P of the *Coachella Airport Business Park Project Traffic Impact Analysis* [TIA] dated September 2024, provided as Appendix I of this EIR) is not used in the analysis because most of the land uses screen out, as described above. The only land use which does not screen out is the large warehouse use, which includes a total of 285 new employees (out of the total 741 new employees); therefore, this is the total used in the VMT Analysis data presented below. Refer to Section 2.0, *Project Description,* for the complete employee generation breakdown.

The VMT analysis was conducted using RIVCOM3.51. The State CEQA Guidelines recommend use of home-based work VMT per employee as the metric to evaluate non-residential and non-retail land uses. The home-based work VMT is computed by using attraction VMT for the Home-Based Work trip purpose. Per the Guidelines, the Project will constitute a significant impact if the Project VMT per employee is higher than the Riverside Countywide home-based work VMT per employee.

Pursuant to the scoping agreement attached as Appendix A to the Traffic Impact Analysis (Appendix I to this Draft EIR), VMT baseline (2018) and horizon year (2045) model runs were used to estimate Project's VMT impacts. RIVCOM3.51 socioeconomic databases for the scenarios were updated with the project land use to calculate proposed Project VMT. Since Phase I of the proposed Project is anticipated to be constructed by 2027, interpolated estimates were utilized to determine the proposed Project VMT and regional average VMT values for Year 2027. The interpolated values resulted in a Project VMT of 38.2 and a regional average VMT of 31.1 in Year 2027, which results in the proposed Project VMT that is 122.8 percent of the regional average and is thus considered a significant impact. At buildout in 2045, the Project VMT would be 30.2 while the regional average would be 29.0. Since the Project VMT would exceed the regional average, it is considered a significant impact. Table 4.17-20, *Project Vehicle Miles Traveled (VMT) Analysis,* shows the project VMT metrics and regional VMT thresholds for both baseline (2018) and horizon year (2045) "with project" model runs.

Table 4.17-20: Project Vehicle Miles Traveled (VMT) Analysis

Metric	Coachella Airport Business Park Project (a)	Riverside County (b)
2018		
Total Population	-	2,358,439
Total Employment	285	759,857
Homebase Work Attraction (HBWA) VMT	12,024	24,376,718
HBWA VMT per employee	**42.2**	**32.1**
2045		
Total Population	-	3,424,454
Total Employment	285	1,116,025
Homebase Work Attraction (HBWA) VMT	8,614	32,318,620
HBWA VMT per employee	**30.2**	**29.0**
(a) Estimated using RIVCOM3.51 "with project" model runs *(b) Estimated using GTS No Project RIVCOM3.51 model runs*		

The 2021 California Air Pollution Control Officers Association (CAPCOA) *Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity* (Handbook) provides project type, scale, and locational context factors to determine if a transportation VMT-reducing measure is applicable to a particular project. Although the CAPCOA recommendations are for GHG reduction, the mitigation measures are also applicable in reducing VMT under acceptable transportation demand (TDM) strategies. The following quantifiable measures are potentially applicable to employee commute VMT at a project scale:

- T-5 Implement Commute Trip Reduction Program (Voluntary)
- T-6 Implement Commute Trip Reduction (Mandatory Implementation and Monitoring)
- T-7 Implement Commute Trip Reduction Marketing
- T-8 Provide Ridesharing Program
- T-9 Implement Subsidized or Discounted Transit Program
- T-10 Provide End-of-Trip Bicycle Facilities
- T-11 Provide Employer-Sponsored Vanpool
- T-12 Price Workplace Parking
- T-13 Implement Employee Parking Cash-Out

Based on CAPCOA's Handbook, Measure T-11, which requires a proposed Project to provide employer-sponsored vanpool services on site, is the only applicable mitigation for the site which is classified as applicable within a rural location. CAPCOA's Measure T-11 may be addressed by a project through its participation in Employer Services from the IE Commuter Program (Program) as adopted by the Riverside County Transportation Commission. This IE Commuter Program includes items such as commuter rideshare program and support, preferred parking spaces for vanpools and carpools, vanpool and transit subsidies, secure bike parking, ride matching, and bus/rail routing assistance. Additionally, the Program provides surveys, guides, and access where commuters can log into their own rideshare accounts. The proposed Project's adherence to CAPCOA Measure T-11 would also satisfy policies in the Public Services +

Infrastructure Element of the City of Coachella 2035 General Plan Update. Specifically, Policy 11.5 and Policy 11.7 which require projects to incorporate TDM measures during project operation and through the creation and participation in transportation management associations.

Although the proposed Project would be required to adhere to all applicable policies in the City's General Plan, as well as Measure T-11 under the CAPCOA Handbook, this would only provide a 3.55 percent reduction to project/site employee commute VMT (i.e. homebase work attraction VMT). This would result in a VMT of approximately 36.5 for the proposed Project in Year 2027. Since this would remain higher than projected regional VMT of 31.1, even with implementation of all feasible mitigation in this rural location, the proposed Project would result in a significant and unavoidable transportation impact related to VMT.

Mitigation Measures

TRA-3 The Project Applicant shall require all operators on the site to implement, to the maximum extent feasible (taking into consideration factors such as infrastructure availability, cost effectiveness, and incentive programs), Measure T-11, requiring the implementation of van pools under CAPCOA's Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity.

Impact 4.17.3 The proposed Project would not substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment) (Less than Significant Impact)

The proposed Project site is currently vacant with no existing roadways or intersections on the site. SR 86 and Airport Boulevard, respectively, form the eastern and southern boundaries of the site. The proposed Project would develop the existing vacant site with industrial, commercial and office uses as allowed under the City's General Plan and Zoning Code and no incompatible uses would be developed on the site. Roadway improvements on the Project site would be designed and constructed to satisfy the City of Coachella Improvement Standards and Specifications and the Standards Specifications for Public Works Construction, and Caltrans requirements (Highway Design Manual Index 405.2(2)(e)) for street widths, corner radii, intersection control, as well as incorporate design standards tailored specifically to project access requirements that would result in the safe and efficient flow of traffic. Moreover, all internal roadways would access the site within established roadway geometric features and standards.

Construction Impacts

The Project proposes development of the site over three (3) phases. Phase I construction is anticipated to take approximately one (1) to five (5) years following Project approvals, and Phases II and III are anticipated to occur over approximately five (5) to 10 years and 20 years, respectively. impacts associated with the construction of the proposed project may temporarily restrict vehicular traffic along Airport Boulevard or the SR 86 off-ramp. However, construction operations would be required to implement City- and Caltrans-approved traffic management plans adequate to facilitate the passage of people and vehicles through/around any required road or lane closures, under Mitigation Measure TRA-1. During construction, worker vehicles, haul trucks, and other vendor trucks would be staged on the portion of the Project site under construction for the duration of the construction period. As part of the traffic management plans, the proposed Project would be required to adhere to appropriate measures to facilitate the passage of persons and vehicles through/around any required road closures and measures to properly route heavy-duty construction vehicles entering and leaving the site (as applicable). As a result, impacts related to

vehicular circulation design features during construction of the proposed Project would be less than significant.

Operational Impacts

Access and circulation for the proposed Project would be provided through a new signalized project access at Airport Boulevard. In addition, a second right-turn in only access is proposed between the SR 86 southbound offramp and the signalized project entrance, which is subject to Caltrans approval. If Caltrans approval is not successfully obtained, a gated emergency access driveway would be installed in this location. Driveway aisles and internal sidewalks for the proposed Project would be of appropriate width according to the City of Coachella standards. Trucks accessing and leaving the proposed Project site would be routed primarily along SR 86, Airport Boulevard and all other existing City-designated truck routes to access SR 111, which would limit potential safety conflicts between passenger vehicles and trucks.

Therefore, the Project's construction and operational impacts related to vehicular circulation design features as described above would be less than significant.

Mitigation Measures

No mitigation is required.

Impact 4.17.4 The proposed Project would not result in inadequate emergency access (Less than Significant Impact With Mitigation Incorporated)

Construction Impacts

The roadway improvements and installation of driveways that would be implemented during construction of the proposed Project could require the temporary closure of travel lanes along Airport Boulevard. However, full roadway closure and traffic detours are not expected to be necessary during Project construction. As provided for in Mitigation Measure TRA-1, the Project Applicant would prepare a traffic control plan for approval by the City prior to the initiation of site disturbance to ensure that construction activities and traffic control are carried out in a manner that causes minimal disruption to traffic on adjoining facilities. As required by Mitigation Measure TRA-2, the final location and design of construction staging and access shall comply with any applicable City access and design standards, and be reviewed by the Project Engineer. Therefore, with implementation of Mitigation Measures TRA-1 and TRA-2, proposed Project impacts related to emergency access during construction would be reduced to a less than significant level.

Operational Impacts

The proposed Project would not result in inadequate emergency access. Direct access to the proposed Project would be from one major access point along Airport Boulevard and a second access point at the southeast corner of the site, which may be open, or restricted to emergency vehicles only. The proposed Project would also be required to design and construct internal access, and size and location of fire suppression facilities (e.g., hydrants and sprinklers) to conform with the City's fire protection standards. The Coachella Fire Department would review the development plans prior to approval to ensure adequate emergency access pursuant to the requirements of the California Fire Code (Title 24, California Code of Regulations, Part 9). As such, the proposed Project would not result in inadequate access, and impacts would be less than significant.

Mitigation Measures

Refer to Mitigation Measures TRA-1 and TRA-2.

4.17.4 CUMULATIVE IMPACTS

Cumulative traffic impacts consider the impacts of future growth and development. The cumulative area for transportation impacts is the City of Coachella and the greater Riverside County region. As discussed previously, traffic volumes were developed with a growth rate calculated from existing counts and cumulative forecasts. Specifically, the assumptions for the cumulative analysis were developed using annual growth rates from the RIVCOM AM peak hour, PM peak hour, and daily model plots. A comparison of the base year model (2018) and future year (2045) reflect the anticipated area-wide growth in traffic trips.

The proposed Project is consistent with adopted policies, plans, or programs regarding the City's circulation system, including roadways, public transit, bicycle, and pedestrian facilities, and the performance and safety of such facilities, and would not combine with other area projects to result in significant cumulative impacts to such facilities.

Relative to construction-related transportation impacts, construction activities associated with the Project and nearby cumulative projects may overlap and result in traffic impacts to local roadways. However, as stated, Project construction would not result in significant traffic impacts upon implementation of a construction traffic control plan and construction staging area design to be approved by the City prior to the initiation of site disturbance to ensure that construction activities and traffic control are carried out in a manner that causes minimal disruption to traffic on adjoining facilities, as required under Mitigation Measures TRA-1 and TRA-2. Cumulative development projects would also be required to reduce construction traffic impacts on the local circulation system and implement any required mitigation measures that may be prescribed pursuant to CEQA provisions. Therefore, the Project's contribution to cumulative construction traffic impacts would not be considerable.

Relative to operational transportation impacts, a cumulative impact analysis was provided under Impact 4.17-1 and included analyses for Opening Year 2027, Opening Year 2030, Opening Year 2033 and Buildout Year 2045. As discussed above, with implementation of the recommended improvements and payment of the City of Coachella DIF and CVAG TUMF fees, the Project's operational impacts under all scenarios would be less than significant. In addition, as with the Project, all future cumulative development would undergo environmental review on a project-by-project basis, to evaluate potential transportation impacts and ensure compliance with the established regulatory framework. Therefore, the Project's contribution to cumulative operational traffic impacts would not be considerable.

Relative to VMT impacts, as identified above, the proposed Project would result in a significant and unavoidable impact for VMT as a result of an increase in VMT per employee as compared to the regional average. Therefore, VMT impacts of the proposed Project would also be considered cumulatively considerable.

The City's Emergency Operations Plan (EOP) provides a means to prepare and maintain systems, supplies, and other logistical items among city departments to support emergency/disaster response and recovery throughout the City. Additionally, the City's and County's Fire Departments review development

applications to ensure that adequate emergency accessibility is provided based on local and state guidance. Review of emergency access is also included as part of the City's final application process. Therefore, impacts to emergency response and evacuation are less than cumulatively considerable.

This section evaluates potential impacts of the proposed Project on tribal cultural resources. It also identifies appropriate mitigation measures to reduce the identified impacts, where necessary, including the appropriate City of Coachella 2035 General Plan Update policies that reduce any identified impacts.

The information and analysis herein rely on the following investigations and document the tribal cultural resources conditions of the Project site:

- *Cultural Resource Investigation in Support of the Coachella Airport Business Park Project, Riverside County, California*, prepared by PaleoWest, dated May 5, 2020, and updated on December 13, 2023, by Chronicle Heritage, LLC (Appendix D).

4.18.1 SETTING

The proposed Project site and broader area are situated east of the Peninsular Ranges in the southern extent of the Coachella Valley at the western edge of the Colorado Desert. The Coachella Valley is bordered by the San Jacinto and Santa Rosa mountains (part of the Peninsular Ranges) to the west and southwest and by the low, rolling Indio and Mecca hills to the northeast. From the steep slopes of the San Jacinto Mountains, the desert floor descends eastward to sea level at the City of Indio, some 6.5 miles northeast of where the Project site is located.

The broader area of Riverside County has been inhabited by eight (8) Native Americans tribes – the Cahuilla, Gabrielino, Juaneño, Luiseño, Quechan, Halichidhoma, Chemehuevi and Serrano groups of Native American tribes. These various tribes occupied territories across southern California and the Coachella Valley although territorial boundaries did change for some tribal groups throughout time. The majority of western Riverside County was occupied primarily by the Cahuilla, the Gabrielinos, Juaneños and Luiseños. (County of Riverside General Plan EIR; 2014).

The area in and around the City of Coachella has been identified as being settled by several Native American tribes who were mainly hunters, gatherers and protoagricultural people. The City's General Plan EIR identifies two (2) Native Tribes having reservation lands within the City - the Augustine and the Cabazon. Augustine reservation land is located within the southwest portion of the City, while Cabazon reservation land is located within the western and northwestern portions of the City (PaleoWest Cultural Resources Investigation; 2020).

The Coachella Valley is a historical center of Native American settlement, where U.S. surveyors noted large numbers of Indian villages and *rancherías* occupied by the Cahuilla people in the mid-19th century. The origin of the name "Cahuilla" is unclear, but it may have originated from their own word *káwiya*, meaning master or boss. The Takic-speaking Cahuilla are generally divided by anthropologists into three groups, according to their geographic setting: the Pass Cahuilla of the San Gorgonio Pass-Palm Springs area, the Mountain Cahuilla of the San Jacinto and Santa Rosa Mountains and the Cahuilla Valley, and the Desert Cahuilla of the eastern Coachella Valley. The basic written sources on Cahuilla culture and history include Kroeber (1925), Strong (1929), and Bean (1978), based on information provided by such Cahuilla members as Juan Siva, Francisco Patencio, Katherine Siva Saubel, and Mariano Saubel. The following ethnohistoric discussion is derived primarily from these sources.

The Cahuilla did not have a single name that referred to an all-inclusive tribal affiliation. Instead, membership was in terms of lineages or clans. Each lineage or clan belonged to one of two main divisions of the people, known as moieties, which were named for the Wildcat, or *Tuktum,* and the Coyote*,* or *Istam*. Members of clans in one moiety had to marry into clans from the other moiety. Individual clans had villages, or central places,

and territories they called their own for purposes of hunting game and gathering raw materials for food, medicine, ritual, or tool use. They interacted with other clans through trade, intermarriage, and ceremonies.

Cahuilla subsistence was defined by the surrounding landscape and primarily based on the hunting and gathering of wild and cultivated foods, exploiting nearly all of the resources available in a highly developed seasonal mobility system. They were adapted to the arid conditions of the desert floor, the lacustral cycles of Holocene Lake Cahuilla, and the environments of the nearby mountains. When the lake was full or nearly full, the Cahuilla would take advantage of the resources presented by the body of fresh water, building elaborate stone fish traps. Once the lake had desiccated, they relied on the available terrestrial resources. Walk-in wells were dug by hand to utilize groundwater. The cooler temperatures and resources available at higher elevations in the nearby mountains were also taken advantage of.

The Cahuilla diet included seeds, roots, wild fruits and berries, acorns, wild onions, piñon nuts, and mesquite and screw beans. Medicinal plants such as creosote, California sagebrush, yerba buena and elderberry were typically cultivated near villages. Common game animals included deer, antelope, big horn sheep, rabbits, wood rats and, when Holocene Lake Cahuilla was present, fish and waterfowl. The Cahuilla hunted with throwing sticks, clubs, nets, traps, and snares, as well as bows and arrow. Common tools included manos and metates, mortars and pestles, hammerstones, fire drills, awls, arrow-straighteners, and stone knives and scrapers. These tools were made from locally sourced material as well as materials procured through trade or travel. They also used wood, horn, and bone spoons and stirrers; baskets for winnowing, leaching, grinding, transporting, parching, storing, and cooking; and pottery vessels for carrying water, storage, cooking, and serving food and drink.

As the landscape defined their subsistence practices, the tending and cultivation practices of the Cahuilla helped shape the landscape. Biological studies have recently found evidence that the fan palms found in the Coachella Valley and throughout the southeastern California desert (*Washingtonia filifera*) may not be relics of palms from a paleo-tropical environment, but instead a relatively recent addition brought to the area and cultivated by native populations. Cahuilla oral tradition tells of a time before there were palms in the area, and how the people, birds, and animals enjoyed the palm fruit once it had arrived.

The planting of palms by the Cahuilla is well-documented, as is their enhancement of palm stands through the practice of controlled burning. Burning palm stands would increase fruit yield dramatically by eliminating pests such as the palm borer beetle, date scales, and spider mites. Firing palm stands prevented out-of-control wildfires by eliminating dead undergrowth before it accumulated to dangerous levels. The Cahuilla also burned stands of chia to produce higher yields, and deergrass to yield straighter, more abundant stalks for basketry.

Population data prior to European contact is almost impossible to obtain, but estimates range from 3,600 to as high as 10,000 persons covering a territory of over 2,400 square miles. During the 19th century, the Cahuilla population was decimated as a result of European diseases, most notably smallpox, for which the Native peoples had no immunity. Today, Native Americans of Pass or Desert Cahuilla heritage are mostly affiliated with one or more of the Indian reservations in and near the Coachella Valley, including Torres Martinez Desert Cahuilla Indians, Augustine Band of Cahuilla Indians, Cabazon Band of Cahuilla Indians, Agua Caliente Band of Cahuilla Indians (ACBCI), and Morongo Band of Mission Indians. There has been a resurgence of traditional ceremonies, and the language, songs, and stories are now being taught to the younger generations.

Native American Coordination

PaleoWest contacted the Native American Heritage Commission (NAHC), as part of the cultural resource assessment, on March 18, 2020, for a review of the Sacred Lands File (SLF). The objective of the SLF search was

to determine if the NAHC had any knowledge of Native American cultural resources in the immediate vicinity of the proposed Project site. The NAHC had no records but recommended that 12 Native American tribal groups be contacted to elicit information regarding cultural resource issues related to the proposed Project. PaleoWest sent outreach letters to the 12 recommended tribal groups on April 3 and April 6, 2020. These letters were followed up by phone calls on April 30, 2020. The following responses were received (also see Appendix D for more detailed information):

- The Quechan Tribe of the Fort Yuma Reservation responded that the Tribe does not have any comments for the Project.
- The ACBCI responded that while the Project area is outside the Tribe's reservation it is within their Traditional Use Area (TUA). As such, the ACBCI made the following requests: a copy of the records search, the cultural resource inventory for the Project, copies of cultural resource documentation, and the presence of an ACBCI cultural resource monitor during ground disturbance for the Project.
- The Torres-Martinez Desert Cahuilla Indians responded that a review of the Tribe's records indicates the area is sensitive for cultural resources as at least three village sites are in the vicinity of the Project area. The Torres-Martinez Tribe stated they will provide additional information regarding the sensitivity of the area during the official Assembly Bill 52 (AB 52) consultation process and requested copies of all cultural reports, formal government-to-government consultation, and tribal monitoring of initial ground disturbing activity associated with the Project.
- The Santa Rosa Band of Cahuilla Indians stated that the Tribe does not have any comments as the Coachella Valley is out of their TUA.
- The Soboba Band of Luiseno Indians deferred to the Torres-Martinez Desert Cahuilla Indians.

No other responses were received.

4.18.2 REGULATORY FRAMEWORK

Federal

Native American Graves Protection and Repatriation Act (NAGPRA)

NAGPRA is a federal law passed in 1990 that mandates museums and federal agencies to return certain Native American cultural items—such as human remains, funerary objects, sacred objects, or objects of cultural patrimony—to lineal descendants or culturally affiliated Indian tribes.

State

Assembly Bill 52

AB 52 established a requirement under CEQA to consider "tribal cultural values, as well as scientific and archaeological values when determining impacts and mitigation." Public Resources Code (PRC) Section 21074(a) defines "tribal cultural resources" as "[s]ites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe" that are either "[i]ncluded or determined to be eligible for inclusion in the California Register of Historical Resources (CRHR)" or "in a local register of historical resources." Additionally, defined cultural landscapes, historical resources, and archaeological resources may be considered tribal cultural resources (PRC Sections 21074(b), (c)). The lead agency may also in its discretion treat a resource as a tribal cultural resource if it is supported with substantial evidence.

Projects for which a notice of preparation for a Draft EIR was filed on or after July 1, 2015, are required to have lead agencies offer California Native American tribes traditionally and culturally affiliated with the project area consultation on CEQA documents prior to submitting an EIR in order to protect tribal cultural resources. PRC Section 21080.3.1(b) defines "consultation" as "the meaningful and timely process of seeking, discussing, and considering carefully the views of others, in a manner that is cognizant of all parties' cultural values and, where feasible, seeking agreement." Consultation must "be conducted in a way that is mutually respectful of each party's sovereignty [and] recognize the tribes' potential needs for confidentiality with respect to places that have traditional tribal cultural significance." The consultation process is outlined as follows:

1. California Native American tribes traditionally and culturally affiliated with the project area submit written requests to participate in consultations.
2. Lead agencies are required to provide formal notice to the California Native American tribes that requested to participate within 14 days of the lead agency's determination that an application package is complete or decision to undertake a project.
3. California Native American tribes have 30 days from receipt of notification to request consultation on a project.
4. Lead agencies initiate consultations within 30 days of receiving a California Native American tribe's request for consultation on a project.
5. Consultations are complete when the lead agencies and California Native tribes participating have agreed on measures to mitigate or avoid a significant impact on a tribal cultural resource, or after a reasonable effort in good faith has been made and a party concludes that a mutual agreement cannot be reached (PRC Sections 21082.3(a), (b)(1)-(2); 21080.3.1(b)(1)).

AB 52 requires that the CEQA document disclose significant impacts on tribal cultural resources and discuss feasible alternatives or mitigation to avoid or lessen an impact.

Senate Bill 18

Senate Bill 18 (SB 18) SB 18 of 2004 (California Government Code §65352.3) requires local governments to contact, refer plans to and consult with tribal organizations prior to making a decision to adopt or amend a general or specific plan. The tribal organizations eligible to consult have traditional lands in a local government's jurisdiction and are identified, upon request, by the Native American Heritage Commission (NAHC). As noted in the California Office of Planning and Research's Tribal Consultation Guidelines (2005), "The intent of SB 18 is to provide California Native American tribes an opportunity to participate in local land use decisions at an early planning stage, for the purpose of protecting, or mitigating impacts to, cultural places."

California Health and Safety Code, Section 7050.5

This code requires that if human remains are discovered on a project site, disturbance of the site shall halt and remain halted until the coroner has conducted an investigation into the circumstances, manner, and cause of any death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation, or to his or her authorized representative. If the coroner determines that the remains are not subject to his or her authority and recognizes or has reason to believe the human remains are those of a Native American, he or she shall contact the NAHC by telephone within 24 hours.

California Public Resources Code, Sections 5097.9 to 5097.991

PRC Sections 5097.9 to 5097.991 provide protection to Native American historical and cultural resources and sacred sites and identify the powers and duties of the NAHC. These sections also require notification to

descendants of discoveries of Native American human remains and provide for treatment and disposition of human remains and associated grave goods.

Local

City of Coachella 2035 General Plan Update

The City of Coachella 2035 General Plan Update contains the following goals and policies related to tribal cultural resources in the City:

Sustainability + Natural Environment Element

Goal 12. Cultural Resources and Sites. Preserved and protected cultural resources that provide the community with significant cultural, scientific, or educational value.

- Policy 12.1: Disturbance of human remains. In areas where there is a high chance that human remains may be present (areas along the Whitewater River/CVSC, on Tribal lands, on areas with previously undisturbed soil, in the washes and canyons found in the eastern areas of the Planning Area, and areas of historic settlement), require proposed projects to conduct survey to establish occurrence of human remains, if any. If human remains are discovered on proposed project sites, the project must implement mitigation measures to prevent impacts to human remains in order to receive permit approval.

- Policy 12.2: Tribal coordination. Require notification of California Native American tribes and organizations of proposed projects that have the potential to adversely impact cultural resources.

- Policy 12.6: Discovery of human remains. Require that any human remains discovered during implementation of public and private projects within the City be treated with respect and dignity and fully comply with the California Native American Graves Protection and Repatriation Act and other appropriate laws.

- Policy 12.8: Disturbance of human remains. In areas where there is a high chance that human remains may be present (areas along the Whitewater Rivers/CVSC, on Tribal lands, on areas with previously undisturbed soil, in the washes and canyons found in the eastern areas of the Planning Area, and areas of historic settlement), require proposed projects to conduct survey to establish occurrence of human remains, if any. If human remains are discovered on proposed project sites, the project must implement mitigation measures to prevent impacts to human remains in order to receive permit approval.

4.18.3 IMPACT ANALYSIS

Thresholds of Significance

Appendix G of State CEQA Guidelines indicates that a project could have a significant effect if it were to cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

- Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or
- A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

Methodology

As part of the tribal cultural resources assessment, the NAHC was contacted in 2020. The following analysis is based on the *Cultural Resource Investigation*, as well as any related responses from NAHC or local Native American tribes.

Impacts

Impact 4.18.1 Implementation of the proposed Project would not cause a substantial adverse change to a tribal cultural resource that is listed or is eligible for listing in the California Register of Historical Resources (CRHR), or in a local register of historical resources as defined in Public Resources Code section 5020.1(k) (Less than Significant Impact)

As previously discussed in Section 4.5, *Cultural Resources*, and the *Cultural Resource Investigation*, 15 previous investigations have been conducted and documented since 1974, within the overall Project site and surrounding areas. In addition, the data review indicated that no fewer than 22 cultural resources have been previously documented within one (1) mile of the proposed Project area. These resources included 2 historic-period archaeological sites and 20 historic-period built environment resources. However, none of those resources may be classified as prehistoric and none of them have been identified within the actual Project site. Although a segment of the Coachella Valley Stormwater Channel (CVSC) (also known as the Whitewater River Storm Water Channel (33-017259), under historical records), which is an earthen and concrete-lined channel constructed in 1915, borders the proposed Project site to the west, the CVSC is not considered eligible for the CRHR or the National Register of Historic Places (NRHP). In addition, no cultural resources have been found under the overall area surrounding the proposed Project site, according to CVWD's Subsequent IS/MND conducted during its channel improvement project (SCH#2019079095). However, in the event that previously undiscovered tribal resources were unearthed during pre-construction and construction activities at the Project site, the proposed Project's adherence to Policy 12.2 of the Sustainability + Natural Environment Element of the City of Coachella 2035 General Plan Update would require coordination with affected tribes before further site disturbance activities. Therefore, the proposed Project would have a less than significant impact relative to tribal cultural resources.

Mitigation Measures

No mitigation is required.

Impact 4.18.2 Implementation of the proposed Project would not cause a substantial adverse change in the significance of a tribal cultural resource that is defined a sacred place, or object with cultural value to a California Native American tribe, and that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k) (Less than Significant Impact with Mitigation Incorporated)

PaleoWest coordinated with the Native American Heritage Commission (NAHC), on March 18, 2020, as part of the Tribal coordination for the cultural resources report for the proposed Project. The NAHC recommended that 12 tribal groups be contacted to elicit information regarding cultural resources issues related to the proposed Project and its surroundings. PaleoWest received responses from three (3) of the twelve tribes.

In addition, the City conducted Tribal Consultation under SB 18 and AB 52, and sent out a total of 23 consultation requests, including five (5) to Tribes whose requests for AB 52 consultation are on file with the City, and those identified by the NAHC when the request for SB 18 consulting tribes list was made. The City received three (3) responses. The Morongo Band and the Fort Yuma Quechan Tribe declined consultation, while the ACBCI requested consultation and met with the City to review the proposed Project.

During the consultation meeting, the City indicated that monitoring of the site would be required for all earth moving activities, as provided in Mitigation Measure CUL-1 in Section 4.5, *Cultural Resources*. The Tribe requested that not only an archaeological monitor, but also an ACBCI Tribal monitor, be present during all digging and soil removal activities during development of the proposed Project, as outlined in Mitigation Measure CUL-1, which is re-stated below.

The proposed Project would also be required to conform to the City of Coachella 2035 General Plan Update policies related to its Sustainability + Natural Environment Element. Specifically, the proposed Project would be required to adhere to Policies 12.1, 12.6 and 12.8 related to the discovery and disturbance of human remains and the application of mitigation measures to reduce impacts to any human remains discovered during Project pre-construction activities, as provided in Mitigation Measure CUL-2 in Section 4.5, *Cultural Resources*. The proposed Project would also be required to adhere to Policy 12.2 and notify the appropriate Native American tribe should potential tribal remains be discovered during proposed Project pre-construction activities.

With adherence to the applicable City of Coachella 2035 General Plan update policies and the implementation of Mitigation Measure CUL-1, impacts to tribal cultural resources will be reduced to less than significant levels.

Mitigation Measures

CUL-1 A qualified archaeologist and Tribal monitor(s) shall be present during any ground disturbing activities during the Project construction phase. In the case that archaeological materials are encountered during ground disturbing activities, all work shall be halted in the vicinity of the discovery until a qualified archaeologist can visit the site of discovery and assess the significance of the archaeological resource. The qualified archaeologist and Tribal monitor shall establish all necessary protocols and procedures for the treatment of resources prior to the initiation of earth moving activities.

4.18.4 CUMULATIVE IMPACTS

The proposed Project's potential to result in cumulative impacts to tribal cultural resources were analyzed in conjunction with other projects in the City and adjacent areas of unincorporated Riverside County, which will occur as a result of General Plan build out. There is potential for tribal cultural resources to be uncovered during construction activities from not only the proposed Project but also other development projects. Cumulative impacts could be reduced by each development project's compliance with applicable City regulations, consultations required by AB 52 and/or SB 18, and project-specific mitigation. The City implements monitoring as a standard requirement for all projects, and would continue to do so through General Plan buildout. Implementation of Mitigation Measure CUL-1 would reduce project impact to tribal cultural resources to a less than significant level, and the proposed Project's contribution to cumulatively significant impacts on inadvertent discoveries on tribal cultural resources would also be reduced to less than cumulatively considerable.

This section evaluates potential impacts to water, wastewater, solid waste services and other utilities from development under the proposed Project, identifies appropriate mitigation measures to lessen any impacts where necessary and categorizes the appropriate City of Coachella 2035 General Plan Update policies that reduce any identified impacts.

The information and analysis herein rely on the following technical studies:

- *Preliminary Hydrology Report* (Hydrology Study), prepared by The Altum Group, dated September 30, 2024, provided as Appendix G1;
- *Preliminary Water Quality Management Plan* (WQMP), prepared by The Altum Group, dated September 30, 2024, provided as Appendix G2; and
- *Water Supply Assessment for the Proposed Coachella Airport Business Park Project* (WSA), prepared by MSA Consulting, Inc., dated February 2024, provided as Appendix G3.

4.19.1 SETTING

Water

The Coachella Water Authority (CWA) is responsible for supplying domestic water to the City of Coachella and provides water related services for domestic water, wastewater collection and treatment, while the Coachella Valley Water District (CVWD) is responsible for recycled water, agricultural irrigation water, drainage management, imported water supply, regional stormwater management and flood control. Both agencies work together with other valley water providers to implement groundwater replenishment programs and water conservation.

Currently, all of CWA's urban potable water users are supplied using groundwater and runoff from the mountain ranges in the Coachella Valley. CWA is able to utilize imported water supplies from the State Water Project (SWP) and the Colorado River, as well as recycled water from water reclamation plants for nonpotable uses and to replenish the aquifer. Recycled water is also used to offset the groundwater pumping of private well owners (mainly for golf course and landscape irrigation).

Through a service boundary agreement between CVWD, the City of Coachella and the CWA, the City would be able to provide domestic water service to the proposed Project site. Since CWA's water infrastructure does not currently extend to the site or its vicinity, the proposed Project will need to tie into its future water line that will run from the northwest along Grapefruit Boulevard (from the vicinity of Avenue 54) and will turn east to run under the Coachella Valley Stormwater Channel (CVSC) and tie into the site on its west side (Water Supply Assessment; conducted February 2024).

Wastewater and Sewer

Several agencies provide sewer service in and near the City of Coachella including the Valley Sanitary District (VSD), CVWD, and the Thermal Sanitary District (TSD). The City's 2035 General Plan Update EIR estimates the City's Coachella Sanitary District's wastewater collection system includes approximately 340,000 linear feet of wastewater conveyance pipeline which is powered by two pump stations and conveyed to the City's Wastewater Treatment Plant (WWTP).

The Project site is within the City's sewer boundary but will be served by CVWD under the City's ongoing agreement with CVWD, until the City has lines available for the Project. The Project site does not currently have wastewater/sewer service and will need to tie into the existing infrastructure off-site at CVWDs existing

line that is in the vicinity of Orange Avenue and Airport Boulevard. This line will be extended eastward over the CVSC (flood channel) under the Airport Boulevard bridge and stubbed to the southwest corner of the proposed Project site, and all effluent will be treated at CVWD's Wastewater Treatment Plant #4. The Project will be conditioned to connect to the City's system when facilities are available in proximity to the site.

Landfill and Solid Waste

Two landfill sites currently provide services to the City; the Lamb Canyon Sanitary Landfill and Badlands Sanitary Landfill. According to the California Department of Resources, Recycling, and Recovery (CalRecycle) Solid Waste Information System (SWIS) database, the Lamb Canyon Sanitary Landfill is currently permitted to receive 5,000 tons of trash per day. The total permitted capacity of the landfill is 39,681,513 cubic yards (cy) with a remaining capacity of 14,540,000 cy and a ceased operation date of April 1, 2032. The Badlands Sanitary Landfill is currently permitted to receive 5,000 tons of trash per day. The total permitted capacity of the landfill is 82,300,000 cy with a remaining capacity of 4,900,000 cy and a ceased operation date of January 1, 2059. The proposed Project site would be serviced by the Badlands Landfill facility.

The City of Coachella contracts with Burrtec to provide solid waste collection, recycling, and disposal management services. Municipal solid waste generated in the City is taken to the Coachella Valley Transfer Station, located on Landfill Road east of Dillion Road and north of Interstate 10. Burrtec Waste Industries is the owner and operator of the site. According to the CalRecycle SWIS database, the Coachella Valley Transfer station currently is currently permitted to receive 1,100 tons of waste per day. The proposed Project site would be served by Burrtec for solid waste and recycling services.

Natural Gas

Southern California Gas Company (SoCalGas) provides natural gas to the City of Coachella. According to the Utilities section of the City of Coachella General Plan EIR, SoCal Gas is the nation's largest natural gas distribution utility, serving approximately 20.0 million consumers through 5.8 million gas meters. SoCal Gas usage in 2010 for commercial, public and residential was 3,823,723 therms, and is expected to increase to 17,009.166 therms by 2035. Its total storage capacity is approximately 122.1 billion cubic feet (Bcf) of gas, which it has estimated is sufficient to meet current natural gas needs in the City.

The proposed Project site does not currently have natural gas connections on site and will need to tie-in off-site to existing lines located 1,170 feet from the Project site.

Electricity

The Imperial Irrigation District (IID) provides electricity to the City of Coachella. Usage demand within the City was 220, 082,340 kWh in 2010, although electricity usage in the City is expected to increase to 1,099,608,548 kWh by 2035. IID anticipates that increases in population and businesses in the City would require an expansion of its substation facilities and electricity infrastructure (City of Coachella General Plan; 2014).

IID has a distribution system that contains 112 substations, 3,402 miles of overhead distribution lines, 675 miles of underground distribution lines, and 125,616 active meters (City of Coachella 2035 General Plan Update EIR; 2014). Electricity is delivered to the City via a 230-kilovolt (KV) transmission line located in Indio Hills, to the north of the City. The transmission lines connect to four substations located in the City and maintained by IID: Coachella Valley Substation, Coachella City Substation, 52nd Avenue Substation, and Thermal Substation (City of Coachella 2035 General Plan Update EIR, 2014).

IID does not have capacity currently to serve the Project. As a result, an approximate 5.6-acre site at the northern end of the Project site would be set aside for a new IID substation that would support the proposed Project and future projects in the area.

Telecommunications/Internet

Telecommunications/Internet services are provided on a demand basis and by a variety of services providers in the City of Coachella. Telecommunication and Internet services typically include high-speed broadband, fiber-optics, digital phone service, wireless, and internet services. Frontier and Spectrum are the typical providers, and Spectrum is the sole franchised cable provider for the City of Coachella. Spectrum is not at capacity and has room for expansion in the City. Telecommunication and internet utility providers continually evaluate projected growth to ensure that their network can accommodate future demands for communications services. According to the Utilities section of the City of Coachella General Plan EIR, existing telephone facilities provide service to all developed areas of Coachella through a combination of underground and overhead lines. Telephone and cable lines are located at the southern property line at Airport Boulevard.

4.19.2 REGULATORY FRAMEWORK

Federal

Clean Water Act Section 402

The primary goals of the Federal Clean Water Act, 33 USC §§ 1251, et seq. ("Clean Water Act"), are to restore and maintain the chemical, physical, and biological integrity of the nation's waters and to make all surface waters fishable and swimmable. The Clean Water Act forms the basic national framework for the management of water quality and the control of pollutant discharges. The Clean Water Act sets forth several objectives in order to achieve the above-mentioned goals, including regulating pollutant and toxic pollutant discharges; providing for water quality which protects and fosters the propagation of fish, shellfish, and wildlife; developing waste treatment management plans; and developing and implementing programs for the control of non-point sources pollution.

The Clean Water Act provides the legal framework for several water quality regulations including the National Pollution Discharge Elimination System (NPDES), effluent limitations, water quality standards, pretreatment standards, anti-degradation policy, non-point source discharge programs, and wetlands protection. In California, the State Water Resources Control Board (SWRCB) and nine Regional Water Quality Control Boards (RWQCB also collectively known as the Water Boards) are authorized to implement the federal Clean Water Act. (See further discussion of the SWRCB below.)

Clean Water Act Section 402

Section 402 of the Clean Water Act requires that all construction sites on an acre or greater of land, as well as municipal, industrial and commercial facilities discharging wastewater or stormwater directly from a point source, such as a pipe, ditch, or channel, into a surface water of the United States must obtain permission under the National Pollutant Discharge Elimination System (NPDES) permit. All NPDES permits are written to ensure that the surface water receiving discharges will achieve specified water quality standards.

National Pollutant Discharge Elimination System (NPDES)

The NPDES permit program was established in the Clean Water Act to regulate municipal and industrial discharges to surface waters of the United States. Federal NPDES permit regulations have been established for broad categories of discharges, including point-source municipal waste discharges and nonpoint-source

stormwater runoff. NPDES permits generally identify effluent and receiving water limits on allowable concentrations and/or mass emissions of pollutants contained in the discharge; prohibitions on discharges not specifically allowed under the permit; and provisions that describe required actions by the discharger, including industrial pretreatment, pollution prevention, self-monitoring, and other activities. Wastewater discharge is regulated under the NPDES permit program for direct discharges into receiving waters and by the National Pretreatment Program for indirect discharges to a sewage treatment plant.

The federal Clean Water Act prohibits discharges of stormwater from construction projects unless the discharge is in compliance with an NPDES permit.

Containment and spill cleanup are also encompassed in the Storm Water Pollution Prevention Plan (SWPPP). This includes inspections for spills, a requirement that chemicals be stored in watertight containers with secondary containment to prevent spillage or leakage, procedures for addressing hazardous and non-hazardous spills, including a spill response and implementation procedure, including on-site equipment for cleanup and spills, and spill training for construction personnel (SWRCB 2009).

Safe Drinking Water Act (1974)

The Safe Drinking Water Act (SDWA), enacted in 1974, ensures the quality of drinking water. The law requires actions to protect drinking water and its sources (e.g., rivers, lakes, reservoirs, springs and groundwater wells) and applies to public water systems that have at least 15 service connections or serve at least 25 people for at least 60 days a year. It authorizes the United States Environmental Protection Agency (USEPA) to set national standards for drinking water to protect against health effects from exposure to naturally occurring and man-made contaminants. In addition, the US. EPA works with states, localities and water suppliers that implement the standards. USEPA standards are set under the National Primary Drinking Water Regulations (NPDWR), which include legally enforceable primary standards and treatment techniques that apply to public water systems. Primary standards and treatment techniques protect public health by limiting the levels of contaminants, Maximum Contaminant Levels (MCLs), in drinking water. The MCL is the highest level of contaminant that is allowed in drinking water at a level that is not anticipated to produce adverse health effects after a lifetime of exposure, based upon toxicity data and risk assessment principles. Secondary standards are non-enforceable guidelines regulating contaminants that may cause cosmetic effects (such as skin or tooth discoloration) or aesthetic effects (such as taste, odor, or color) in drinking water. USEPA does not enforce these "secondary maximum contaminant levels" (SMCL). They are established only as guidelines to assist public water systems in managing their drinking water for aesthetic considerations.

Title 40 of the Code of Federal Regulations

Title 40 of the Code of Federal Regulations (CFR), Part 258 (Resource Conservation and Recovery Act RCRA, Subtitle D) contains regulations for municipal solid waste landfills and requires states to implement their own permitting programs incorporating the federal landfill criteria. The federal regulations address the location, operation, design, groundwater monitoring, and closure of landfills.

State

California Integrated Waste Management Act

California's Integrated Waste Management Act of 1989 (Assembly Bill [AB] 939) requires that cities and counties divert 50 percent of all solid waste from landfills as of January 1, 2000, through source reduction, recycling, and composting. AB 939 also establishes a goal for all California counties to provide at least 15 years of ongoing landfill capacity. To help achieve this goal, the Act requires that each city and county prepare a Source Reduction and Recycling Element to be submitted to CalRecycle, a department within the California

Natural Resources Agency, which administers programs formerly managed by the State's Integrated Waste Management Board and Division of Recycling. As part of the California Integrated Waste Management Board's (CIWMB) Zero Waste Campaign, regulations affect what common household items can be placed in the trash. As of February 2006, household materials including fluorescent lamps and tubes, batteries, electronic devices and thermostats that contain mercury are no longer permitted in the trash and must be disposed of separately.

In 2007, State Bill (SB) 1016 amended AB 939 to establish a per capita disposal measurement system. The per capita disposal measurement system is based on a jurisdiction's reported total disposal of solid waste divided by a jurisdiction's population. CIWMB sets a target per capita disposal rate for each jurisdiction. Each jurisdiction must submit an annual report to CIWMB with an update of its progress in implementing diversion programs and its current per capita disposal rate.

CalRecycle oversees, manages, and monitors waste generated in California. It provides limited grants and loans to help California cities, counties, businesses, and organizations meet the State waste reduction, reuse, and recycling goals. It also provides funds to clean up solid waste disposal sites and co-disposal sites, including facilities that accept hazardous waste substances and non-hazardous waste. CalRecycle develops, manages, and enforces waste disposal and recycling regulations, including AB 939 and SB 1016.

Senate Bill (SB) 1016 requires that the 50 percent solid waste diversion requirement established by AB 939 be expressed in pounds per person per day. SB 1016 changed the CalRecycle review process for each municipality's IWMP. The CalRecycle Board reviews a jurisdiction's diversion rate compliance in accordance with a specified schedule. Beginning January 1, 2018, the Board will be required to review a jurisdiction's source reduction and recycling element and hazardous waste element every two years.

Senate Bill (SB) 1374, states that the CIWMB must receive an annual report including progress made by jurisdictions regarding their advances on diverting construction and demolition waste material (CalRecycle). CIWMB specified that CalRecycle was required to adopt a model ordinance that would divert 50 percent to 75 percent of construction and demolition waste materials from landfills.

Assembly Bill 341

According to 2008 Statewide Waste Characterization data, the commercial sector generates nearly three fourths of the solid waste in California. Furthermore, much of the commercial sector waste disposed in landfills is readily recyclable. Increasing the recovery of recyclable materials will directly reduce greenhouse gas emissions (GHG) emissions. In particular, recycled materials can reduce the GHG emissions from multiple phases of product production; including extraction of raw materials, preprocessing and manufacturing. A cobenefit of increased recycling is avoided methane emissions at landfills from the decomposition of organic materials. Use of composted organic materials also provides environmental benefits such as carbon storage in soils and reduced use of fertilizers, pesticides, and water.

Mandatory Commercial Recycling was one of the measures adopted by the California Air Resources Board (CARB) pursuant to the California Global Warming Solutions Act (Chapter 488, Statutes of 2006). The Mandatory Commercial Recycling Measure focuses on increased commercial waste diversion as a method to reduce GHG emissions. It is designed to achieve a reduction in GHG emissions of 5 million metric tons of carbon dioxide (CO_2) equivalents. To achieve the measure's objective, an additional 2 to 3 million tons of materials annually will need to be recycled from the commercial sector by the year 2020 and beyond.

The regulation was adopted at CalRecycle's January 17, 2012, Monthly Public Meeting. This regulation reflects the statutory provisions of AB 341 (Chesbro, Chapter 476, Statutes of 2011) and provides additional procedural

clarifications. The regulation was approved by the Office of Administrative Law on May 7, 2012, and became effective immediately. On June 27, 2012 the Governor signed Senate Bill 1018 which included an amendment that requires a business that generates 4 cubic yards or more of commercial solid waste per week to arrange for recycling services.

AB 341 (Chesbro, Chapter 476, Statutes of 2011) sets forth the requirements of the statewide mandatory commercial recycling program. Below are basic descriptions:

To reduce GHG emissions by diverting commercial solid waste to recycling efforts and to expand the opportunity for additional recycling services and recycling manufacturing facilities in California, this would be monitored by requiring:

- Business Commercial Recycling Requirements. A business (includes public entities) that generates four cubic yards or more of commercial solid waste per week or is a multifamily residential dwelling of five units or more shall arrange for recycling services. Businesses can take one or any combination of the following in order to reuse, recycle, compost or otherwise divert solid waste from disposal:
    - Self-haul.
    - Subscribe to a hauler(s).
    - Arrange for the pickup of recyclable materials.
    - Subscribe to a recycling service that may include mixed waste processing that yields diversion results comparable to source separation.

  A property owner of a commercial business or multifamily residential dwelling may require tenants to source separate their recyclable materials to aid in compliance with this section.

  CalRecycle advises businesses to contact their "Annual Report Contacts" or "Jurisdiction Contacts" to find out how to recycle in their community and if there are any specific requirements in their community. Communities may have mandatory commercial recycling ordinances with different thresholds or more specific business recycling requirements than state law. The local recycling coordinator also may have related business opportunities and/or resources to share.

  Recycling benefits identified by CalRecycle include:

    - Opportunities for businesses or multifamily complexes to save money.
    - Creating jobs in California by providing materials for recycling manufacturing facilities.
    - Reducing greenhouse gas emissions.
    - Keeping valuable materials out of landfills.
    - Creating a healthy environment for the community and future generations by recovering natural resources.
- Local Government Requirements. Each jurisdiction shall implement a commercial solid waste recycling program that consists of education, outreach and monitoring of businesses, that is appropriate for that jurisdiction and is designed to divert commercial solid waste from businesses, whether or not the jurisdiction has met the requirements of PRC Section 41780.

  Each jurisdiction shall report the progress achieved in implementing its commercial recycling program, including education, outreach and monitoring, and if applicable, enforcement efforts and exemptions, by providing updates in its electronic annual report.

- CalRecycle Review. CalRecycle will review each jurisdiction's commercial recycling program that consists of education, outreach and monitoring. The following is an overview of the review process:
    - An evaluation as part of its formal AB 939 review, conducted every two or four years pursuant to PRC 41825, of each jurisdiction's programs, which includes an annual jurisdiction site visit, review of the Electronic Annual Report, and other information a jurisdiction may deem relevant.

If the jurisdiction is found to not have made a good-faith effort in implementing its programs, possibly including its mandatory commercial recycling program, CalRecycle can place the jurisdiction on a compliance order as part of the AB 939 review, and if it fails to adequately meet the conditions of the compliance order, then CalRecycle could consider a penalty hearing.

California Water Code

Requirements for the preparation of a Water Supply Assessment (WSA) are set forth in Senate Bill (SB) 610 amended State law, effective January 1, 2002, to improve the link between the information on water supply availability and certain land use decisions made by cities and counties. SB 610 requires detailed information regarding water availability to be provided to city and county decision-makers prior to approval of specified commercial space development projects that are subject to the California Environmental Quality Act (CEQA). The Water Code requires a WSA be prepared for any proposed project that consists of one or more of the following:

- A residential development with more than 500 dwelling units
- A shopping center or business employing more than 1,000 persons or proposing more than 500,000 square feet of floor space
- A commercial office building employing more than 1,000 persons or proposing more than 250,000 square feet of floor space
- A hotel or motel, or both, with more than 500 rooms
- An industrial, manufacturing, or processing plant, or industrial park planned to house more than 1,000 persons, occupying more than 40 acres of land, or proposing more than 650,000 square feet of floor area
- A mixed-use project that includes one or more of the projects specified above
- A project that would demand an amount of water equivalent to, or greater than, the amount of water required by a 500-dwelling unit project
- For public water systems with fewer than 5,000 service connections, a project that meets the following criteria: any proposed residential, business, commercial, hotel or motel, or industrial development that would account for an increase of 10 percent or more in the number of the public water system's existing service connections, or a mixed-use project that would demand an amount of water equivalent to, or greater than, the amount of water required by residential development that would represent an increase of 10 percent or more in the number of the public water system's existing service

Water Conservation Act

Due to reductions of water available from the San Joaquin Delta, the Legislature drafted the Water Conservation Act of 2009 (SBx7-7) to protect statewide water sources and called for a 20 percent reduction in water use in California by the year 2020. The Water Conservation Act of 2009 (SB X7-7), effective November 9,

2009, requires each urban retail water supplier to develop urban water use targets and agricultural water suppliers to implement efficient water management practices. SB X7-7 aimed to achieve a 20 percent reduction in urban per capita water use by December 31, 2020. The legislation amended the Water Code to call for 2020 and 2015 water use targets in the 2010 UWMPs, updates or revisions to these targets in the 2015 Urban Water Management Plans (UWMPs) and allows DWR to enforce compliance to the new water use standards. In addition to an overall statewide 20 percent water use reduction, the objective of SBx7-7 is to reduce water use within each hydrologic region in accordance with the agricultural and urban water needs of each region. Currently, the Department of Water Resources (DWR) recognizes 10 separate hydrologic regions. Each hydrologic region has been established for planning purposes and corresponds to the State's major drainage areas.

Executive Order (EO) B-37-16

In May of 2016, Governor Brown signed EO B-37-16 that instructed State agencies to help Californians adopt permanent changes to use water more wisely. This Executive Order laid out a framework for moving the State from temporary, emergency water conservation measures to a more durable approach customized to the unique conditions of each local water agency. This report builds upon the Executive Order and provides recommendations for how to implement long-term improvements to water supply management that support water conservation.

Executive Order (EO) B-29-15

This EO required the State to revise the Model WELO to increase water efficiency standards for new and retrofitted landscapes through more efficient irrigation systems, greywater usage, on-site stormwater capture, and by limiting the portion of landscapes that can be covered in turf. It also requires reporting on the implementation and enforcement of local ordinances, with required reports due by December 31, 2015 (California Department of Water Resources [DWR] 2017). EO B-29-15 required the State to revise the Model WELO to increase water efficiency standards for new and retrofitted landscapes through more efficient irrigation systems, greywater usage, on-site stormwater capture, and by limiting the portion of landscapes that can be covered in turf. It also requires reporting on the implementation and enforcement of local ordinances, with required reports due by December 31, 2015 (California Department of Water Resources [DWR] 2017).

Porter-Cologne Water Quality Control Act

The State of California is authorized to administer Federal or State laws regulating water pollution within the State. The Porter-Cologne Water Quality Control Act (Water Code 13000, et seq.) includes provisions to address requirements of the Clean Water Act. These provisions include National Pollutant Discharge Elimination System (NPDES) permitting, dredge and fill programs, and civil and administrative penalties. The Porter-Cologne Act is broad in scope and addresses issues relating to the conservation, control, and utilization of the water resources of the State. Additionally, the Porter-Cologne Act states that the quality of all the waters of the State (including groundwater and surface water) must be protected for the use and enjoyment by the people of the State.

California Public Utilities Commission (CPUC)

The California Public Utilities Commission (CPUC) regulates privately owned electric, natural gas, and telecommunications. The CPUC is responsible for regulating electric utility rates, electric power procurement and generation, some electric infrastructure, ratepayer-funded energy efficiency programs, and other areas. CPUC regulates natural gas rates and natural gas services; and, telecommunications and broadband operations and infrastructure in the State, including licensing, registration, and wireless service providers.

Municipal NPDES Program

The Municipal NPDES program is administered by the SWRCB through the RWQCBs and requires municipalities to obtain permits that outline programs and activities to control wastewater and stormwater pollution. The SWRCB is the permitting authority in California and adopted an NPDES General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities (Construction General Permit) (Order 2009-0009, as amended by Orders 2010-0014-DWQ and 2012-006-DWQ).

Urban Water Management Planning (UWMP) Act

In 1983, the California Legislature enacted the Urban Water Management Planning Act (Water Code, Section 10610 et seq.), which requires urban water suppliers to develop water management plans to actively pursue the efficient use of available supplies. Every five years, water suppliers are required to develop UWMPs to identify short-term and long-term water demand management measures to meet growing water demands.

State Water Resources Control Board (SWRCB)

The SWRCB, in coordination with nine RWQCBs, performs functions related to water quality, including issuance and oversight of wastewater discharge permits (e.g., NPDES), other programs regulating stormwater runoff, and underground and above-ground storage tanks. The SWRCB has also issued statewide waste discharge requirements for sanitary sewer systems, which include requirements for development of a sewer system management plan (SSMP).

Sustainable Groundwater Management Act

In September 2014, Governor Brown signed legislation requiring that California's critical groundwater resources be sustainably managed by local agencies. The Sustainable Groundwater Management Act gives local agencies the power to sustainably manage groundwater and requires groundwater sustainability plans to be developed for medium- and high-priority groundwater basins.

Title 22, California Code of Regulations

The California Code of Regulations Title 22, Division 4, Chapter 3, Sections 60301 through 60355 are used to regulate recycled wastewater and are administered jointly by the California Department of Public Health (CDPH) and the RWQCBs. Title 22 contains effluent requirements for four levels of wastewater treatment, from undisinfected secondary recycled water to disinfected tertiary recycled water. Higher levels of treatment have higher effluent standards, allowing for a greater number of uses under Title 22, including irrigation of freeway landscaping, pasture for milk animals, parks and playgrounds, and vineyards and orchards for disinfected tertiary recycled water.

Title 24, California Green Building Code, California Code of Regulations

California Code of Regulations Title 24 Part 6: California's Energy Efficiency Standards for Residential and Nonresidential Buildings (Title 24), was first adopted in 1978 in response to a legislative mandate to reduce California's energy consumption. Specifically, new development projects constructed within California after January 1, 2017, are subject to the mandatory planning and design, energy efficiency, water efficiency and conservation, material conservation and resources efficiency, and environmental quality measures of the California Green Building Standards (CALGreen) Code (California Code of Regulations [CCR], Title 24, Part 11). The outdoor water use standards of the CALGreen Code, which requires a 20 percent reduction in indoor water use, are already addressed by the City's Water Conservation Ordinance.

California Model Water Efficient Landscape Ordinance

The Model Water Efficient Landscape Ordinance for the State of California was adopted by the Office of Administrative Law in September 2009, and requires local agencies to implement water efficiency measures

as part of their review of landscaping plans. Local agencies can either adopt the Model Water Efficient Landscape Ordinance or incorporate provisions of the ordinance into its own code requirements for landscaping. For new landscaping projects of 2,500 square feet or more, the applicant is required to submit a detailed "Landscape Documentation Package" in conjunction with their building permits that discusses water efficiency, soil management, and landscape design elements.

Water Conservation in Landscaping Act

In 2006, the Water Conservation in Landscaping Act was enacted by the California Legislature to resolve outdoor water waste through improvements in irrigation efficiency and selection of plants requiring less water. This Act required an update to the existing local Model Water Efficiency Landscape Ordinance.

Local

City of Coachella 2035 General Plan Update

The City of Coachella 2035 General Plan Update contains the following goals and policies related to utility providers and service systems in the city:

Infrastructure + Public Services Element

Goal 1. **Citywide Utilities. A healthy community with well maintained, efficient, high-quality public infrastructure facilities and services throughout the city.**

Policy 1.1 Provision of service. Continue to provide and maintain adequate water, wastewater and stormwater drainage utility services to areas currently receiving these services from the City. The City shall provide and maintain adequate water, wastewater, and stormwater drainage utility services to areas in the City that do not currently receive these services upon funding and construction of the infrastructure necessary to provide these services.

Policy 1.2 Service standards. Establish and maintain service standards for water, wastewater, stormwater drainage and solid waste services.

Policy 1.4 Development phasing. Ensure that new public facilities and services are phased in, in conjunction with the approved urban development it's intended to serve.

Policy 1.5 New development infrastructure costs. Require new developments to provide adequate facilities or pay its fair share of the cost for facilities needed to provide services to accommodate growth without adversely impacting current service levels.

Policy 1.9 Land use compatibility. Ensure public utility facilities are designed to be safe, aesthetically pleasing, and compatible with adjacent uses.

Goal 2. **Water Supply Facilities. Water supply facilities that meet future growth within the city and assure a high-quality and reliable supply of water to current and future residents.**

Policy 2.5 Water supply for new development. Ensure water supply capacity and infrastructure capacity is in place before granting building permits for new development.

Policy 2.6 Expanding water supply. If water supply is not adequate to supply new development, require new water supplies be secured before granting building permits for new development.

Policy 2.8 Fair-share costs. Establish connection fees to ensure all development has adequate infrastructure for the provision of water and require real property be dedicated when new water facilities are required to serve a development.

Policy 2.11 Water conservation. Implement water conservation programs aimed at reducing demands from new and existing development.

Policy 2.12 Water conservation promotion. Promote water conservation through municipal applications, public education, incentive programs and standards for new and retrofitted development.

Policy 2.13 Water-efficient landscaping. Require the use of water-efficient landscaping in all new development.

Policy 2.14 Grey water. Strongly encourage new development to utilize on-site grey water systems.

Policy 2.15 Reclaimed water. Expand the use of reclaimed water for irrigation and other applications.

Policy 2.18 Groundwater replenishment. Cooperate with CVWD and other agencies to develop groundwater replenishment programs to ensure viability of the groundwater aquifer in the east Whitewater basin.

Goal 3 **Wastewater Systems. Adequate and reliable sewer and wastewater facilities that collect, treat and safely dispose of wastewater.**

Policy 3.4 Wastewater treatment capacity for new development. Ensure that wastewater treatment and conveyance capacity is in place before to granting building permits for new development.

Policy 3.5 Fair-share costs. Require new development fund fair-share costs associated with the provision of wastewater service through the collection of development impact fees and connection fees to ensure all development has adequate infrastructure for a wastewater collection and treatment system.

Policy 3.6 Expanding water supply. If water supply is not adequate to supply new development, require new water supplies be secured before granting building permits for new development.

Policy 3.8 Illegal wastewater disposal. Abate illegal onsite wastewater disposal systems within the incorporated area of the City and coordinate with the County and affected property owners to remediate inadequate or substandard onsite wastewater disposal systems within unincorporated areas.

Goal 5. **Solid Waste Management. An integrated solid waste management system that recycles resources locally and minimizes contributions to the county landfill.**

Policy 5.4 Zero waste. Strive for zero waste to landfills by 2040 through reusing, reducing and recycling solid waste and using conversion technology if appropriate.

Policy 5.6 Hazardous materials. Prohibit the disposal of hazardous materials into the municipal waste stream.

Policy 5.7 Collection service. Provide trash collection services to commercial and residential developments.

Policy 5.9 Greener waste management practices. Support on-going green waste recycling efforts and facilitate composting opportunities for Coachella residents and businesses in order to reduce surface ozone pollution and offset greenhouse gas emissions and provide soil nutrients.

Policy 5.10 Electronic waste. Coordinate with businesses that recycle electronic waste to provide convenient collection/drop off locations for city residents.

Policy 5.12 Construction materials. Encourage use of recycled materials in new construction.

Policy 5.13 Construction and demolition debris. Require recycling and reuse of construction wastes, including recycling materials generated by the demolition and remodeling of buildings, with a minimum diversion of 75% by weight.

Policy 5.15 On-site collection and storage of recyclables. Require new public and private buildings to be designed with on-site storage facilities for recycled materials.

Goal 6. **Telecommunications and Utilities. Ensure that Coachella residents, the business community and educational institutions are provided easy access to quality internet services, modern telecommunication services, and reliable energy throughout the city.**

Policy 6.4 Innovation. Encourage local industries, higher educational institutions and other entities to support innovation in the design and implementation of state-of-the-art telecommunication technologies and facilities.

Policy 6.6 Smart communities. Establish requirements for the installation of state-of-the-art internal telecommunications technologies in new large-scale planned communities, office and commercial developments (e.g., wiring of all new housing and businesses).

Policy 6.7 High-voltage lines. Coordinate with the electrical utilities on the location of future high voltage corridors and the effects produced by high voltage electrical facilities in power corridors and electrical substations.

Policy 6.8 Utility line undergrounding. Require undergrounding of all new publicly owned utility lines, encourage undergrounding of all privately owned utility lines in new developments and work with electricity and telecommunications providers to underground existing overhead lines.

Policy 6.10 Transmission corridors. Encourage the shared use of major transmission corridors and other appropriate measures as a means of preserving the aesthetic resources of the City and to lessen the visual impact of such development. The City shall work with the appropriate agencies in developing these corridors for recreational use.

4.19.3 IMPACT ANALYSIS

Thresholds of Significance

The impact analysis provided below is based on the following State CEQA Guidelines Appendix G thresholds of significance. Utilities and service systems impacts are considered to be significant if implementation of the proposed Project would:

- Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects;
- Have insufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years;

- Result in a determination by the waste water treatment provider, which serves or may serve the project that it does not have adequate capacity to serve the project's projected demand in addition to the provider's existing commitments;
- Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals; or
- Fail to comply with federal, state, and local management and reduction statutes and regulations related to solid waste.

Methodology

Evaluation of utilities and service systems impacts of the proposed Project is based primarily on information gathered by the City of Coachella General Plan EIR, 2014, the Preliminary Hydrology Report, dated September 30, 2024 (Appendix G1), Project Specific Water Quality Management Plan (PWQMP), September 30, 2024 (Appendix G2), and the Water Supply Assessment dated February 2024 (Appendix G3).

Impacts

Impact 4.19.1 The proposed Project would not require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects (Less than Significant Impact)

The proposed Project would develop approximately 47.96 acres of currently vacant land located to the northwest of SR 86 and Airport Boulevard, in the southeastern portion of the City of Coachella. The site would be developed with approximately 42.36 acres of industrial, commercial and office uses, while an IID substation would be located at the northern 5.6 acres of the overall Project site (see Exhibit 2.4: Proposed Project).

Water and Wastewater Facilities

The CWA will supply water to the proposed Project, which will require the construction of new onsite water and wastewater facilities and will require connection to CWA facilities. New proposed water lines would be constructed on the proposed Project site in accordance with CWA requirements for sizing and capacity and would connect to a proposed 20-inch water line to be constructed by CWA in Grapefruit Boulevard and to the east under the CVSC to the Project site. Construction impacts associated with the installation of the on-site facilities are addressed in this EIR as part of the Project development activities. CWA's new 20-inch water line extension from Grapefruit Boulevard is a separate project being undertaken by CWA with independent utility (including serving portions of the City located to the east of SR 86) and separate CEQA review. In addition, a portion of the CWA water line project will be constructed in the same location as a new CVWD water line extension project, including the portion that crosses the CVSC. For this portion of the CWA water line project, the CVWD prepared the *Subsequent Initial Study and Mitigated Negative Declaration (IS/MND), Phase III A-2 Transmission Main, East Coachella Valley Water Supply Project, Valley View Mobile Home Park Water Consolidation Project* (State Clearinghouse No. 2019079095) (April 2022)[1], which addresses the potential environmental effects of that project and determined that it would not have any significant, unmitigated effects. With respect to location and work associated with the east-west extension of the new CWA water line, the water line project IS/MND discussed that potential impacts may arise from temporary construction-related

[1] Coachella Valley Water District (CVWD) website, Environmental Documents page. Accessed December 3, 2024. Available at https://www.cvwd.org/DocumentCenter/View/5838/Subsequent-IS-MND-Valley-View-MHP-Consolidation-Project-PDF

impacts in areas such as risk of minor accidental spills, construction noise and groundborne vibration, and temporary single lane traffic closures. All of these impacts, while requiring mitigation as set forth in the IS/MND, have limited potential to cause more than temporary impacts. The quantities of gasoline, lubricants, and other potentially harmful hazardous materials are limited to that necessary to operate equipment, and as such would not be able to be spilled in a quantity that would result in an overall substantial adverse effect to human beings. Impacts from construction noise and vibration would be temporary, during daytime hours, and construction would not require equipment that generates excessive levels of prolonged noise. Traffic impacts are limited to the in-road work and would only require closure of one lane. The project, once completed, would return the road to previous use and no lasting or substantially adverse impacts would occur. Other potential areas for adverse impacts could occur from rupture, contamination, or failure of project features; however, the project is designed to all current codes and standards to prevent rupture, contamination, or failure of water systems. Consequently, the water line project IS/MND concluded that the project would not result in any environmental effects that would cause substantial adverse effects directly or indirectly.

Refer to the discussion in Impact 4.19.3 below for impacts related to wastewater facilities.

Therefore, the water facilities to be constructed as part of the Project would not cause any significant environmental effects and a less than significant impact would occur.

Stormwater Drainage

As discussed in Section 4.10, *Hydrology and Water Quality*, the Project's proposed operational stormwater and drainage improvements have been designed in accordance with FEMA and City requirements. According to the Project's Hydrology Study and as shown in Exhibit 4.10-1, *Preliminary WQMP and Hydrology Exhibit*, the proposed Project site would be separated into three main subareas and storm water collection system boundaries as follows: 1) the majority of the site is serviced by a series of drain inlets, gutters and swales where runoff can be collected and conveyed in an underground storm drain system toward permanent retention basins located along the western side of the site; 2) a smaller portion of the Project located at the northerly interior of the site will drain its surface runoff toward an interim retention basin; and 3) a portion of the site's eastern portion would flow to a single retention basin adjacent to the Project boundary (during construction and operations). Due to the need to retain all stormwater runoff onsite (including the 100-year flood), the permanent planned western boundary retention basins are not sufficient to retain all of the needed stormwater capacity. In order to retain all of the on-site flows, an interim detention basin has been planned for the Large Warehouse #4 (LW #4) site. CVWD has already completed improvements to the adjacent channel, and has submitted for a Letter of Map Revision (LOMR) from FEMA, which is anticipated to be approved in the coming years. Once the LOMR is approved, the site will no longer be required to retain all on-site flows from a 100-year flood event and the interim basin will no longer be required. Therefore, the LW-4 site can then be developed.

As shown in Exhibit 4.10-1, *Preliminary WQMP and Hydrology Exhibit,* the site would feature several depressed loading docks (0.16 acres) for the proposed warehouse buildings on the northern portion of the site. These loading docks would be constructed to drain into underground storage facilities, which would be connected to the site's proposed storm drain retention system. The geotechnical and soils report prepared for the proposed Project concluded that underground infiltration systems are not recommended for the site due to relatively high groundwater levels. However, an automatic pumping system would be included to convey water from the underground storage facilities to the storm drain system. The location of the underground storage system serving the loading docks are shown on Exhibit 4.10-1; the final loading dock design will be completed during the Final Engineering phase.

The on-site retention basins would be designed and sized to retain the entire storm volume generated on-site during the 100-year storm event with only shallow ponding on-site. Any on-site ponding occurs by overflowing of the on-site storm drain collection system connected to on-site basins. As surface water subsides in the on-site retention basins, ponded surface water would be evacuated by infiltration within the basins. In the event of emergency flooding conditions in the City or this portion of the County, the proposed Project site's drainage system and lines would be designed in accordance with City requirements such that flows exceeding the capacity of the on-site collection system would overflow at the southeasterly end of the site toward the SR 86 right-of-way and flows would then proceed to the CVSC, ending ultimately at its terminus at the Salton Sea (Appendix G2: Preliminary WQMP). In addition, the Preliminary WQMP presents a number of non-structural and structural BMPs to be implemented under proposed Project operations, described in detail in Section 4.10, *Hydrology and Water Quality.*

As such, the proposed Project would be required to collect and store 100 percent of the runoff generated during a 100-year storm event on-site per City of Coachella drainage standards. The storm drain system will be privately operated and maintained during the life of the project per a project-specific Final WQMP, which will include copies of CC&Rs, Covenant and Agreements, BMP Maintenance Agreement and/or other mechanisms used to ensure the ongoing operation, maintenance, funding, transfer and implementation of the project-specific WQMP requirements.

Therefore, the stormwater facilities to be constructed as part of Project would not cause any significant environmental effects and a less than significant impact would occur.

Electric Power, Natural Gas, or Telecommunications Facilities

Electric power lines currently serviced by IID are located outside the western border of the proposed Project site. The site does not currently have electric power line connection and therefore off-site improvements would need to be made to bring electricity to the site. The proposed tie-in to existing IID power lines would be from the high-tension power lines that run along the western edge of the site and would connect into the proposed IID substation facility on the site. Impacts related to the construction of the IID substation are analyzed in this document. Construction of the proposed substation may result in temporary impacts related to traffic and noise from worker vehicles and construction equipment, sewer and wastewater needs from temporary worker usage of waste facilities, and use of batteries and nighttime lighting for constructions activities. As demonstrated throughout this document, these impacts related to the IID expansion are not significant, and can be reduced to a less than significant level with the incorporation of the mitigation measures discussed in the respective sections of this document.

The site would be served by SoCalGas for natural gas connections. Although no existing gas lines are currently located on the site, the proposed Project would be able tie into existing SoCalGas underground gas lines to the west, along Grapefruit Boulevard. These lines would be extended into the proposed Project site along the southwestern portion of the site through the extension of existing underground gas lines at Grapefruit Boulevard and Airport Boulevard that are owned, operated and maintained by SoCalGas.

Telecommunication and internet services would be provided to the proposed Project site, on a demand basis by multiple providers, including Frontier (telecommunications) and Spectrum (internet and telecommunications) which have existing lines along Airport Boulevard along the site's southern boundary. Therefore, any potential additional service line extensions at the site would be connected to existing telecommunications lines along existing and disturbed roadway rights-of-way.

The proposed Project would therefore connect to the existing utility lines that surround the site, through appropriate number and size of extensions during development of buildings under the proposed Project. All proposed extensions would be constructed within existing disturbed road rights-of-way and would be required to comply with the goals and policies of the Infrastructure + Public Services Element of the City's 2035 General Plan Update. Specifically, the proposed Project would have to comply with Goal 6 as well as Policies 6.4 and 6.6 that require commercial and business projects to provide easy access to energy, internet and telecommunication services. The proposed Project's compliance with Policies 6.7 and 6.8 would require all building development on the site to coordinate with SoCal Gas in order to provide safe, underground connections to existing utility providers in the City. Operations of the proposed electric, telecommunication and natural gas lines would continue on the site through connections to existing offsite lines and pipes that are located underground in the vicinity of the site.

Construction of all necessary pipeline and sewer line connectors would be subject to compliance with all applicable local, State, and Federal laws, ordinances, and regulations, as well as any site-specific conditions of approval. In addition, impacts to the physical environment associated with the Project-related electricity, gas, and telecommunications facilities that would be constructed to service the Project are inherent to the Project's construction phase, and all potential impacts have been evaluated throughout this EIR under the appropriate topical headings. Where significant impacts are identified, mitigation measures are required to reduce the Project's impacts to the maximum extent feasible. There are no environmental impacts that would occur specifically related to the Project's proposed electricity, gas, and telecommunications improvements. Therefore, compliance with the relevant laws, ordinances, and regulations would ensure the Project's construction-related environmental impacts are reduced to a less than significant level.

Mitigation Measures

No mitigation is required.

Impact 4.19.2 The proposed Project would have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years (Less Than Significant Impact).

A Water Supply Assessment was conducted for the proposed Project dated February 2024 and provides an assessment and verification of the availability of sufficient water supplies during normal, single-dry, and multiple-dry years over a 20-year projection to meet the projected demands of the Project, in addition to existing and planned future water demands of CWA (Appendix G3). The WSA also includes identification of existing water supply and demand and quantities of water received in prior years, to account for existing and planned future water demands of the CWA, as required by Senate Bill 610 (SB 610), SB 221, and SB 1262. The applicable and most current UWMP is the 2020 Coachella Valley Regional UWMP, from which water supply and demand data is provided below.

CWA Existing Supply and Demand

The jurisdictional service areas of the six participating agencies in the Coachella Valley Regional UWMP include:

- Coachella Valley Water District (CVWD)
- Coachella Water Authority (CWA)
- Desert Water Agency (DWA)
- Indio Water Authority (IWA)

- Mission Springs Water District (MSWD)
- Myoma Dunes Mutual Water Company (MDMWC)

The Coachella Valley Groundwater Basin is used by all six agencies as their primary source of supply for meeting municipal water demands (water used for typical household, business, and local government use). The basin provides storage to help meet demand even in dry years. In a typical year, groundwater pumping is more than the amount of local rain and mountain snowmelt.

The two largest subbasins in the Coachella Valley Groundwater Basin used to meet municipal water demands are the Indio Subbasin and the Mission Creek Subbasin. Subbasins are portions of a larger groundwater basin – usually separated by faults. In both of these subbasins, water agencies are developing updated plans to address long-term sustainable management of the groundwater basin. These plans were approved by DWR to meet planning requirements of the SGMA and are called the Alternative Plans. While the UWMP is focused on water used for municipal supply, the Alternative Plans address all water use in the Valley, including golf course and agricultural irrigation. In addition to groundwater, some of the water providers use local stream water, and some have recycled water systems to provide highly treated wastewater for irrigation. Imported water is used for groundwater replenishment and meeting non-urban demands.

As discussed above, water would be supplied to the Project site by CWA. In 2020, CWA had 8,935 municipal connections and supplied a total volume of 7,216 AFY of water. CWA has one principal source of water supply, which is groundwater from the Indio Subbasin produced from CWA owned and operated wells. CWA's distribution system network consists of approximately 120 miles of pipeline. There are currently six wells within the City's distribution system. The total pumping capacity of active wells is approximately 11,400 gallons per minute (gpm) or 16.5 million gallons per day (MGD). There are three storage reservoirs within the City, the 1.5 million gallon (MG) Dillion Road Reservoir, the 3.6 MG Mecca Reservoir, and the 5.4 MG Well 18 Reservoir. CWA has a total reservoir storage capacity of approximately 10.5 MG; of which, approximately 1.5 MG lies within the 150 Zone. CWA operates two booster pumping stations, the Mecca Reservoir booster pump station (Well 12 Booster) and the Well 18 Reservoir booster pump station (Well 18 Booster). The Well 12 Booster supplies the Low Zone and takes suction from the Mecca Reservoir, and the Well 18 Booster supplies both the 150 Zone and Low Zone, and takes suction from the Well 18 Reservoir.

Currently, CWA does not produce or use recycled water or raw water in its service area; however, the City is considering a recycled water system in the future. It should be noted that raw water, via the Coachella Canal, is used within the City limits, but by the agricultural community and not as a part of the CWA system. Per CVWD Ordinance No. 1428, CWA has opportunity to receive canal water for additional potable water supply when available. As the water becomes available, CWA may work with CVWD to pursue those opportunities to supplement its water portfolio.

The following tables from the 2020 UWMP provide CWA's projected water supplies and demands. Potable water demand projections for CWA service area are summarized in Table 4.19-1, *CWA Actual Demands for Water (AFY)*. The projected demands are shown in Table 4.19-2, *CWA Projected Retail Demands for Water (AFY)*. The demand projections in Table 4.19-2 are for future municipal demands within CWA's jurisdictional boundary.

Table 4.19-1: CWA Actual Demands for Water (AFY)

Use Type	Additional Description	Actual Water Use (AF)				
		2016	2017	2018	2019	2020
Single Family		4,236	3,855	4,022	3,860	4,283
Multi-Family		174	125	704	609	693
Commercial/Institutional		967	807	723	755	779
Industrial		6	16	-	-	-
Landscape		698	1,106	583	1,065	1,087
Other		37	118	12	97	62
Other	Non-Revenue	119	790	1,092	417	312
TOTAL		**6,237**	**6,817**	**7,136**	**6,803**	**7,216**

Source: Coachella Valley Regional UWMP. June 30, 2021. Table 5-6.

Table 4.19-2: CWA Projected Retail Demands for Water (AFY)

Use Type	Additional Description	Actual Water Use (AF)				
		2025	2030	2035	2040	2045
Single Family		7,072	8,364	9,575	10,840	11,785
Multi-Family		1,005	1,189	1,422	1,799	2,342
Commercial/Industrial/ Institutional		1,181	1,370	1,558	1,674	1,790
Landscape		935	1,096	1,257	1,449	1,641
Other		22	26	31	36	41
Losses		654	774	888	1,021	1,147
TOTAL		**10,869**	**12,819**	**14,731**	**16,819**	**18,746**

Source: Coachella Valley Regional UWMP. June 30, 2021. Table 5-7.

The following tables derived from the UWMP provide CWA's projected water supplies and demands in a normal year, single dry year, and multiple dry years. As discussed previously, CWA relies on one source, groundwater, to meet demand. CWA's ability to meet demands during these type of year scenarios is determined by an analysis of the available water supplies within CWA's water service area in each scenario. Considering the groundwater basin management efforts presented throughout the UWMP, the historical groundwater supply availability during these scenarios is assumed to be fully reliable and an accurate assumption for future reliability. Supplies and demands for the average year are summarized in Table 4.19-3, *CWA Normal Year Supply and Demand Comparison*.

Table 4.19-3: CWA Normal Year Supply and Demand Comparison

	2025	2030	2035	2040	2045
Supply Totals (AFY)	10,869	12,819	14,731	16,819	18,746
Demand Totals (AFY)	10,869	12,819	14,731	16,819	18,746
Difference (AF)	**0**	**0**	**0**	**0**	**0**

Source: Coachella Valley Regional UWMP. June 30, 2021. Table 5-19.

Notes: The RUWMP participating agencies collaborate on groundwater management plans for long-term sustainability. During a normal year, single-dry year, or five-dry year period, the agencies could produce additional groundwater if demands exceeded the estimates shown here.

Urban water supplies during the single dry year are fully reliable. Thus, the supply and demand comparison for the single dry year, shown in Table 4.19-4, *CWA Single Dry Year Supply and Demand Comparison*, is the same as the average year.

Table 4.19-4: CWA Single Dry Year Supply and Demand Comparison

	2025	2030	2035	2040	2045
Supply Totals (AFY)	10,869	12,819	14,731	16,819	18,746
Demand Totals (AFY)	10,869	12,819	14,731	16,819	18,746
Difference (AF)	**0**	**0**	**0**	**0**	**0**

Source: Coachella Valley Regional UWMP. June 30, 2021. Table 5-20.

Notes: The RUWMP participating agencies collaborate on groundwater management plans for long-term sustainability. During a normal year, single-dry year, or five-dry year period, the agencies could produce additional groundwater if demands exceeded the estimates shown here.

Similar to the single dry year, the multiple dry year urban water supply reliability is 100 percent. Table 4.19-5, *CWA Multiple Dry Years Supply and Demand Comparison*, summarizes the multiple dry year supply and demand comparison.

Table 4.19-5: CWA Multiple Dry Years Supply and Demand Comparison

		2025	2030	2035	2040	2045
First Year	**Supply Totals (AFY)**	10,869	12,819	14,731	16,819	18,746
	Demand Totals (AFY)	10,869	12,819	14,731	16,819	18,746
	Difference (AF)	**0**	**0**	**0**	**0**	**0**
Second Year	**Supply Totals (AFY)**	10,869	12,819	14,731	16,819	18,746
	Demand Totals (AFY)	10,869	12,819	14,731	16,819	18,746
	Difference (AF)	**0**	**0**	**0**	**0**	**0**
Third Year	**Supply Totals (AFY)**	10,869	12,819	14,731	16,819	18,746
	Demand Totals (AFY)	10,869	12,819	14,731	16,819	18,746
	Difference (AF)	**0**	**0**	**0**	**0**	**0**
Fourth Year	**Supply Totals (AFY)**	10,869	12,819	14,731	16,819	18,746
	Demand Totals (AFY)	10,869	12,819	14,731	16,819	18,746
	Difference (AF)	**0**	**0**	**0**	**0**	**0**
Fifth Year	**Supply Totals (AFY)**	10,869	12,819	14,731	16,819	18,746
	Demand Totals (AFY)	10,869	12,819	14,731	16,819	18,746
	Difference (AF)	**0**	**0**	**0**	**0**	**0**

Source: Coachella Valley Regional UWMP. June 30, 2021. Table 5-21.

Notes: The RUWMP participating agencies collaborate on groundwater management plans for long-term sustainability. During a normal year, single-dry year, or five-dry year period, the agencies could produce additional groundwater if demands exceeded the estimates shown here.

Project Water Demand

As discussed in the WSA prepared for the Project, total projected water demand for the Project is 151.94 AFY, or 3.17 acre-feet (AF) per acre, as shown in Table 4.19-6, *Projected Total Water Demand for the Project*. CWA's long-term water management planning ensures that adequate water supplies are available to meet existing and future water needs within its service area. As stated in Table 4.19-1, CWA's current urban water demand is 7,216 AFY for 2020. The projected urban water demand for 2040 is 16,819 AFY. This Project's water demand of 151.94 AFY accounts for approximately 0.9 percent of the difference between current municipal demands and planned demands of 16,819 AFY by 2040.

Table 4.19-6: Projected Total Water Demand for the Project

Planning Area	Land Area (Acres)	Indoor Commercial and Industrial Demand (AFY)	Outdoor Irrigation Demand (AFY)	Total Water Demand (AFY)
Large Warehouses (Non-cannabis) with Cooling Tower	4.60	14.54	1.31	15.85
Large Warehouses (Cannabis Cultivation) with Cooling Tower	4.60	99.30	1.31	100.62
Small Warehouses	4.60	4.42	1.31	5.73
Commercial/Retail Buildings	4.60	3.73	2.62	6.35
Personal Vehicle Storage	4.60	3.54	1.31	4.85
Self-Storage	6.30	5.92	1.80	7.72
Service Station/Mini Mart	0.06	0.79	0.02	0.80
Drive-Through Fast Food Restaurant	0.23	4.72	0.07	4.79
Substation	3.14	N/A	0.90	0.90
Open Space	2.50	N/A	0.71	0.71
Onsite Roads, Driveways and Parking Lots	12.73	N/A	3.63	3.63
Total	**47.96**	**136.95**	**14.99**	**151.94**

Source: MSA Consulting, Inc. *Water Supply Assessment for the Proposed Coachella Airport Business Park Project.* February 2024. Table 6-3.

As shown in the tables above, CWA's projected water supplies in a normal year, single dry year, and multiple dry years are fully reliable. As discussed in the 2020 UWMP, CWA intends to continue meeting its urban water demands with groundwater. Project development was accounted for in CWA's estimates of future water demands, because the estimates were derived from General Plan land use designations, and the Project is consistent with those designations. It should be noted that, to receive water service, the Project will be subject to an agreement with CWA, together with any and all applicable fees, charges, plans and specifications, conditions, and any and all other applicable CWA requirements in place and as amended from time to time.

As substantiated above, the Project's water supply impacts would be less than significant. In order to further minimize impacts to water supply, the Project's WSA has provided specific water conservation measures that the future tenants of the proposed project business park development would implement to ensure the most efficient use of water resources and to meet and maintain the most recent UWMP goals throughout the life of the Project. The water conservation measures include the following:

1. Native plant materials and other drought-tolerant plants shall be used in all non-turf areas of Project landscaping. Large expanses of lawn and other water-intensive landscaped areas shall be kept to the minimum necessary and consistent with the functional and aesthetic needs of the Project, while providing soil stability to resist erosion.
2. In the event recycled water becomes available to the Project, the potential use of tertiary treated water will be reviewed to determine feasibility of its use for on-site landscaped areas to reduce the use of groundwater for irrigation.

3. The installation and maintenance of efficient on-site irrigation systems will minimize runoff and evaporation and maximize effective watering of plant roots. Drip irrigation and moisture detectors will be used to the greatest extent practicable to increase irrigation efficiency.
4. The use of low-flush toilets and water-conserving faucets shall be required in conformance with Section 17921.3 of the Health and Safety Code, Title 20, California Code of Regulations Section 1601(b), and applicable sections of Title 24 of the State Code.

Therefore, the proposed Project would have sufficient water supplies to serve the Project and reasonably foreseeable future development during normal, dry, and multiple dry years, and impacts would be less than significant.

Mitigation Measures

No mitigation is required.

Impact 4.19.3 The proposed Project would not result in a determination by the wastewater treatment provider, which serves or may serve the Project that it does not have adequate capacity to serve the Project's projected demand in addition to the provider's existing commitments (Less Than Significant Impact)

For sanitary sewer service, the Project site is within the City's sewer boundary but the proposed Project site would be served by CVWD which provided a Will Serve Letter for the proposed Project, in July 2020, requiring the Project to provide the appropriate infrastructure construction and compliance with all existing CVWD facilities. Since the site does not currently have wastewater/sewer service and will need to extend its connection to CVWD's existing line that runs along Airport Boulevard, the tie in will be at the south end of the proposed Project at Airport Boulevard. This line will be extended eastward over the CVSC under the Airport Boulevard bridge, and stubbed to the southwest corner of the proposed Project site, and all effluent will be treated at CVWD's Wastewater Treatment Plant #4, which complies with the Colorado River Basin RWQCB. Wastewater from the Project site would be regulated by the Colorado River Basin RWQCB adopted WDRs Order No. R7-2005-0083, which specifies effluent limitations, prohibitions, specifications, and provisions necessary to protect the beneficial uses of the surface and ground waters within the Colorado River Basin Region. WWTP discharges are regulated by the Colorado River Basin RWQCB under WDR Order No. R7-2005-0083. Compliance with the WDRs would ensure that wastewater discharges generated by the Project and treated by the WWTP system would not exceed applicable Colorado River Basin RWQCB wastewater treatment discharge requirements. The Project will be conditioned to connect to the City's system when facilities are available in proximity to the site.

The proposed Project would also be mandated to conform to applicable goals and policies of the Infrastructure + Public Services Element of the City's 2035 General Plan Update. Specifically, Goal 1, which promotes the maintenance of efficient and high-quality infrastructure facilities, and Goal 2, which requires adequate and reliable water and wastewater supply facilities to address all future growth in the City. Policies 1.1, 1.2, 1.4 and 3.6 would ensure that the proposed Project site is adequately supplied with water and stormwater drainage and service standards. While Policy 1.9 would ensure that retention basins and stormwater areas are designed and constructed in a safe, aesthetically pleasing manner, Policy 1.5 would ensure that the proposed Project provides adequate water and stormwater facilities.

Goal 3 of the Infrastructure + Public Services Element would require all development at the proposed Project site maintain adequate wastewater connections as well as collecting and safely disposing of all onsite wastewater. Policy 3.4 would ensure that proposed development on site has the proper wastewater

conveyance capacities prior to the issuance of any building permits. Policy 3.8 would require uses on the proposed Project site to establish adequate wastewater disposal systems such that all potential users have access to adequate and maintained wastewater disposal systems either on site or in existing systems in the City of Coachella.

As described above, the proposed Project would comply to Policies 2.3, 2.5 and 2.6, and future development on the site provide and maintain adequate water supplies, storage and distribution to all future uses on the site. The proposed Project's adherence to Policies 2.11, 2.12 and 2.13 require water conservation programs and measures; policy 2.14 encourages new development to utilize on-site grey water systems; and, Policy 2.15 requires expansion of the use of reclaimed water specially for water efficient landscaping. The proposed Project will connect to CVWD's Wastewater Treatment Plant #4, where effluent is not currently recycled; however, it will be in the future when demand for recycled water is developed. In addition, since Policies 2.8 and 3.5 would ensure that all development on site would pay fair-share connection and maintenance fees, with implementation of these relevant General Plan policies as well as adherence to all applicable local and State regulations and codes, that the proposed Project impacts to water, wastewater, and stormwater will be less than significant.

Mitigation Measures

No mitigation is required.

Impact 4.19.4 The proposed Project would not generate solid waste in excess of State or local standards or in excess of the capacity of local infrastructure (Less than Significant Impact)

The proposed Project site is currently vacant and undeveloped with no sources of solid waste generation or the need for the use of local solid waste infrastructure. Future development under the proposed Project would result in warehouse and storage facilities, office and commercial development, all of which would generate solid waste on site. However, the proposed Project would be required to comply with Goal 5 of the Infrastructure + Public Services Element of the City's 2035 General Plan Update, which requires an integrated solid waste system for all proposed projects such that they reduce solid waste deposits at local facilities. The Project will comply with this Goal as described below.

Construction activities under the proposed Project have the potential to generate construction waste from building materials as well as construction workers on site. As discussed previously, the proposed Project site would be served by the Badlands Landfill, with sufficient capacity for additional trash per day (City of Coachella 2035 General Plan Update EIR; 2014). Solid waste generated during each phase of the proposed Project construction would be collected and deposited at these landfill sites which have the capacity to accept the site's generated construction and demolition solid waste. The proposed Project would also be required to comply with solid waste diversion requirements established by the 2022 California Green Building Standards Code (CalGreen), requiring the diversion of at least 65 percent of solid waste. In addition, in compliance with CalGreen, any project requiring construction permits from the City must divert at least 65 percent of construction and demolition materials or forfeit their deposit (Coachella Municipal Code Chapter 15.54, Recycling and Diversion of Waste from Construction and Demolitions, Section 15.54.130). By providing solid waste pickup at the site and disposal to all appropriate landfill locations that currently serve the City, the proposed Project would have solid waste diversion of 65 percent across all proposed uses on the site.

In addition, proposed Project construction and operation activities would be required to adhere to applicable policies under the Infrastructure + Public Services Element of the City's 2035 General Plan Update. Specifically,

Policy 5.4 which requires projects to strive for zero solid waste to landfills though appropriate reuse and recycling efforts; Policies 5.6 and 5.8 which would require adequate disposal of hazardous materials during construction and operation, as well as the use of green waste management practices on the site. The proposed Project's adherence to Policies 5.7, 5.11, 5.12, and 5.15 would ensure that appropriate trash collection facilities and services are provided on site for all construction, electronic, recycling, and daily trash materials.

Similarly, operational activities at the proposed Project site would involve the generation of solid waste and recycling materials at the various structures on site. All businesses will be required to establish an account with Burrtec for regular solid waste and recycling pick-up and disposal. The City contracts with Burrtec to provide solid waste collection, recycling, and disposal management services. As discussed previously, the proposed Project site would be serviced by the Badlands Landfill facility. The Badlands Sanitary Landfill is currently permitted to receive 5,000 tons of trash per day. The total permitted capacity of the landfill is 82,300,000 cy with a remaining capacity of 4,900,000 cy and a ceased operation date of January 1, 2059. The solid waste generated by the operation of the proposed Project would be negligible compared to the Badlands Sanitary Landfill's maximum permitted throughput of 5,000 tons per day. Therefore, the Project's impacts relative to solid waste facilities would be less than significant.

Mitigation Measures

No mitigation is required.

Impact 4.19.5 The proposed Project would comply with federal, state and local management and reduction statutes and regulations related to solid waste (Less than Significant Impact)

The proposed Project would result in new warehouse, storage, office and commercial uses on a currently vacant site. All of the anticipated development would generate solid waste and all solid waste-generating activities within the City are subject to the requirements set forth in the 2022 California Green Building Standards Code that requires demolition and construction activities to recycle or reuse a minimum of 65 percent of the nonhazardous construction and demolition waste, and AB 341 that requires diversion of a minimum of 75 percent of operational solid waste. Implementation of the proposed Project would be consistent with all state regulations, as ensured through the City's development project permitting process; solid waste would be collected and disposed at appropriate waste facilities that currently service the City.

In addition, the proposed Project would be required to comply with the appropriate goals and policies of the Infrastructure + Public Services Element of the City's 2035 General Plan Update such that all solid waste and landfill materials are disposed of in accordance with the City and County's waste management systems under Goal 5. Project adherence to Policy 5.7 would ensure that future development under the proposed Project would provide the appropriate trash collection services, while Policies 5.4, 5.6, 5.9, 5.10 would ensure that users at the site strive for reduced (through recycling) or zero waste to landfills by 2040, do not dispose of hazardous materials into the typical municipal waste stream, practice recycling and composting of green waste, and dispose of electronic waste at the appropriate disposal locations. The proposed Project's adherence to the use, storage and disposal of recycled materials and construction waste in compliance with Policies 5.12, 5.13 and 5.15 would also ensure that development under the proposed Project would comply with all solid waste statute and regulations; and therefore, there would be less than significant impacts.

Mitigation Measures

No mitigation is required.

4.19.4 CUMULATIVE IMPACTS

The scope for the cumulative impacts of the proposed Project on utilities is the buildout of the General Plan. The existing electrical facility network would require upgrades and the addition of new IID substation facilities to serve the projected growth in the City and adjacent areas of unincorporated Riverside County. As is the case for the proposed Project, additional IID substation facilities will be required as other projects are developed in the City. Also consistent with the analysis in this document, the construction of additional substations and other facilities to serve other projects would be analyzed as those projects are brought forward, and the location, size and capacity of these facilities are determined. In the case of the proposed Project, impacts associated with the construction of a new IID substation have been analyzed and quantified throughout this EIR. Similarly, the impacts of other IID facilities will be analyzed in conjunction with the projects they serve, during their CEQA reviews. As demonstrated in this document, the impacts associated with electric facility expansion are not significant, and can be mitigated. It would be expected that similar facilities in other locations would also have less than significant or mitigable impacts, and that cumulatively, the construction of substations required to meet the demands of future projects would be mitigable and not cumulatively considerable.

Buildout of the City of Coachella would result in additional natural gas demand within SoCal Gas's service area. The existing natural gas facilities have sufficient capacity to serve the proposed Project site, as well as for the projected growth in the City of Coachella. However, existing utility infrastructure would require review prior to implementation of any project and any further need for capacity, natural gas connections and/or infrastructure upgrades would be accomplished through the required design review and approval of natural gas plans for projects through the City, respective nearby jurisdictions, and the appropriate regulatory agencies and utility providers. As with the proposed Project, future projects would be required to comply with applicable regulations. Therefore, cumulative impacts for these services from the proposed Project would be less than cumulatively considerable.

Buildout of the City and County would also result in an increased demand for telecommunication and internet services, which are provided on a demand basis and by a variety of service providers in the City and County. As with the proposed Project, future projects would be subject to review to determine if there is further need for infrastructure upgrades or connections. Although buildout of the City and County would increase demand of telecommunication services, future developments are required to participate in the design review process of telecommunication plans associated with the future development. Therefore, demand would not be cumulatively considerable and would not cause or contribute to a significant cumulative impact.

Based on the analysis in the WSA completed for the proposed Project and as discussed previously, the projected total water demand for the Project will be 151.94 AF per year (AFY), or 3.17 AF per acre. CWA's long-term water management planning ensures that adequate water supplies are available to meet existing and future water needs within its service area which includes the City and proposed Project site. CWA's urban water demand for 2023 was 7,189 AF, and CWA's projected urban water demand for 2025 is 10,869 AF. Additionally, CWA's projected urban water demand for 2045 is 18,746 AF. The proposed Project's water demand of 151.94 AFY accounts for approximately 4.1 percent of the total planned increases in demand of 3,680 AF from 2023 to 2025 and accounts for approximately 1.9 percent of the total planned increase in demand of 7,877 AF from 2025 to 2045. In addition, the City's water management planning, including the future demand required as described in the UWMP, is based on General Plan land use designations and anticipated build out. The Project's land uses are generally consistent with what was anticipated in the UWMP, and that document shows that the City has sufficient supply to serve anticipated cumulative growth through

2045. The City therefore has sufficient capacity in its domestic water supplies to accommodate this Project in relation to all future development projects. Cumulative impacts to water usage from the proposed Project would be less than cumulatively considerable.

CVWD has current sufficient capacity to serve the site, as well as the City, for future wastewater needs, including the ability to expand its WWTPs and grey water facilities. CVWD and the city are also required to conduct repairs and upgrades to the existing wastewater conveyance system throughout the City on an as-needed basis and would continue to do so for future development projects in a cumulative scenario. Future development projects would be required to coordinate with CVWD for their individual wastewater service requirements. These projects would, like the proposed Project, extend service if necessary, and pay connection and other fees to CVWD for the provision of service. CVWD collects these fees in order to have resources available for these projects as they occur. The combination or expansion capabilities at its regional WWTPs and the collection of fees in anticipation of needed expansion assure that the impacts of the proposed Project, when combined with other future projects, will have less than significant impacts on wastewater treatment. Therefore, cumulative impacts for wastewater needs from the proposed Project would be less than cumulatively considerable.

The proposed Project and future projects would contribute to the cumulative amount of solid waste that is disposed of within the Riverside County landfill system, including the two sites that currently provide services to the City which have capacity for the amount of waste generated by the project. Future projects would be required to confirm available capacity and to comply with State, County and local diversion and recycling regulations, initiatives and programs in place within those jurisdictions. In the case of the proposed Project, impacts associated with solid waste have been analyzed and quantified throughout this EIR. Similarly, the impacts of other future development projects in the City would be analyzed during their CEQA reviews. As demonstrated in this document, the Project's impacts associated with solid waste are not significant. It would be expected that similar projects in other locations within the City would also have less than significant or mitigable impacts, and that cumulatively, the construction of future projects would be mitigable and not cumulatively considerable. Therefore, cumulative impacts to the existing landfills resulting from waste generated by related projects are considered less than significant.

This section describes the existing wildfire risks within the Project site, and analyzes potential impacts related to wildfires and fire hazards that may result from the implementation of the proposed Project. The analysis considers fire severity zones for the site and nearby State Responsibility Areas (SRAs) and Local Responsibility Areas (LRAs), lands classified as Very High Fire Hazard Severity Zones (VHFHSZ) on or near the Project site, as shown on Exhibit 4.20-1, *Wildfire Responsibility Areas and Fire Safety Zones*, and the potential for the proposed Project to exacerbate impacts from wildfire. This section also identifies the potential impacts of implementing the proposed Project on such resources and the appropriate City of Coachella 2035 General Plan Update policies that reduce any identified impacts.

4.20.1 SETTING

Wildfire Behavior and Controlling Factors

Human influence on wildfire includes direct influences, such as the ignition and suppression of fires, and indirect influence through climate change, the alteration of native vegetation, fire suppression, and development patterns. Human-induced ignition sources include unintended escapes from debris and brush-clearing fires, electrical equipment malfunctions, campfires, smoking, fire play (e.g., fireworks), vehicles, and arson. Therefore, densely developed areas more frequently experience fires than very remote or non-urban areas.

Wildfire activity is closely related to temperature and drought conditions which in recent decades have resulted in increased fire activity in the state. Once a fire is started, its spread and behavior become a function of fuel characteristics, terrain, and weather conditions. Contemporary fire management practices include fuel management activities that are intended to reduce the intensity and severity of wildfires.

California Wildfire Hazards

While all of California is subject to some degree of wildfire hazard, specific features make certain areas more hazardous to wildfire. The California Department of Forestry and Fire Protection (CalFire) is required by law to map areas of significant fire hazards based on fuels, terrain, weather, and other relevant factors (Public Resources Code [PRC] 4201-4204 and California Government Code 51175-89). Factors that increase an area's susceptibility to fire hazards include slope, vegetation type and condition, and atmospheric conditions. CalFire has identified two types of wildfire risk areas: 1) wildland areas that may contain substantial forest fire risks and hazards and 2) VHFHSZs.

The indirect effects of wildland fires can be catastrophic, from stripping the land of vegetation and destroying forest resources, to harm caused to the soil, waterways, and the land itself. Soil exposed to intense heat may lose its capacity to absorb moisture and support life. Regions of dense dry vegetation pose the greatest potential for wildfire risks.

Wildfire-Conducive Conditions

Due to substantial open space areas and associated vegetation and wildlife habitats throughout the state, California is subject to fire hazards. Grassland or other vegetation is easily ignited, particularly in dry seasons.

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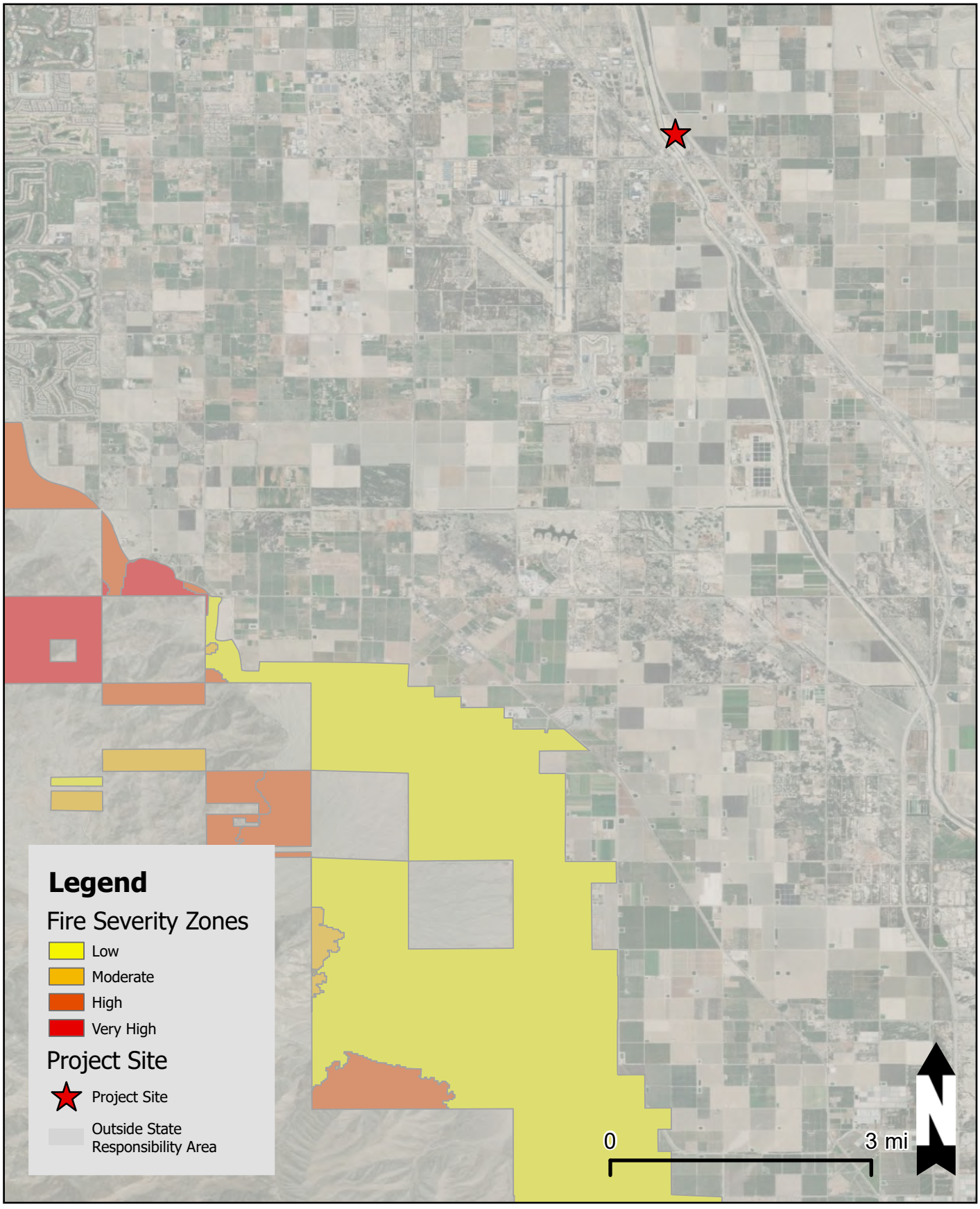

Wildfire Responsibility Areas and Fire Safety Zones — Exhibit

Coachella Airport Business Park — **4.20-1**

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Wildfire is a serious hazard particularly near areas of natural vegetation and steep slopes, or in areas of high wind. Vegetation is fuel to wildfire, and it changes over time with seasonal growth and deterioration. Some vegetation is naturally fire-resistant, while other vegetation is extremely flammable and some need natural fires for future growth and seed germination. Factors that can exacerbate wildfire conditions include the following:

- Drought cycles and high winds can lead to dry vegetation whose low moisture content increases its flammability.
- Sloping land increases susceptibility to wildfire since fire typically burns faster up steep slopes. Additionally, steep slopes may also hinder firefighting efforts. Following severe wildfires, sloping land is more susceptible to landslide or flooding from increased runoff during substantial precipitation events.
- Wind, temperature, and relative humidity are the most influential weather elements in fire behavior and susceptibility since fires move faster under hot, dry, and windy conditions (National Park Service; 2017).
- Above-ground power lines have the potential to contribute to wildfire risk. In some instances, high winds can blow nearby trees and branches into powerlines, sparking fires.

Wildfire Hazard Designations

In California, responsibility for wildfire prevention and suppression is shared by federal, State, and local agencies. CalFire has mapped areas of significant fire hazards in the state through its Fire and Resources Assessment Program (FRAP). These maps place areas of the state into different Fire Hazard Severity Zones (FHSZ) based on a hazard scoring system using subjective criteria for fuels, fire history, terrain influences, housing density, and occurrence of severe fire weather.

There are three levels of severity relative to fire hazards: moderate, high, and very high. Only the VHFHSZs are mapped for LRAs. Assembly Bill (AB) 63 (2021) effective January 1, 2022, requires the State Fire Marshal to map and add the High and Moderate FHSZ to the LRA FHSZ Maps. Typically, these classifications include Non-Wildland, Non-Urban, Moderate, High and Very High. As part of this mapping system, land where CalFire is responsible for wildland fire protection and generally located in unincorporated areas that are not federally owned, are undeveloped, and are covered by wildland vegetation or rangeland, is classified as an SRA. Where local fire protection agencies, such as the Riverside County Fire Department (RCFD) and CalFire, are responsible for wildfire protection, the land is classified as an LRA (California Department of Forestry and Fire Protection, 2020). Federal Responsibility Areas (FRA) are lands where federal agencies, such as the U.S. Forest Service, the U.S. Fish and Wildlife Service, and the U.S. Bureau of Land Management, have responsibility for fire protection services.

Regional Setting

Wildfires are defined as non-structural fires in undeveloped areas with the potential to spread to an urban area. A wildfire is an uncontrolled fire in an area of extensive combustible fuel, including vegetation and structures. Wildfires differ from other fires in that they take place outdoors in areas of grassland, woodlands, brushland, scrubland, peatland, and other wooded areas that act as a source of fuel, or combustible material, vegetation type and condition, and weather and atmospheric conditions. The fire season in California is starting earlier and ending later each year, with climate change considered to be a key factor for this phenomenon. The length of fire season is estimated to have increased by 75 days across the Sierras and seems to correspond with an increase in the forest fires across the state. Fires are typically classified by type and intensity. Fire types may include understory fires, crown fires, surface fires, and broadcast fires, among others. Fire intensity, or

severity, is the heat energy released by a fire either during a smoldering or raging fire event (California Department of Forestry and Fire Protection, 2020).

Riverside County is in an imminent and growing threat of wildland fires as development creep is slowly encroaching on grasslands and hillsides. With more and more development, many more of the County's residents are living in areas of wildland-urban interface, thereby raising the potential threat of wildfires on people and structures. ln some areas of the County, fire danger can be worsened by steep, rugged topography, which would allow wildland fire to spread quickly, thereby making it harder to fight and make it more difficult to fight. Any areas in the County is at risk of wildfire, with its vast areas of agricultural lands, open and vacant land adjacent to existing and ever-increasing urban development. In such areas of wildland-urban interface, exposure to wildland fire is a potential threat to existing and proposed development, both residential and non-residential.

Local Setting

With development occurring more in the western portion of the City, these areas are more at risk from wildfire than the proposed Project site and vicinity. (City of Coachella General Plan EIR; 2014). The State Fire Marshal's FHSZ Map does not indicate that the proposed Project site or surrounding areas are within a high fire risk area. The proposed Project site is not located in or near a VHFHSZ in an LRA or a FHSZ in an SRA.

The City has contracted with the RCFD to provide fire protection, emergency medical, emergency management, and public assistance to the City's residents. The City operates fire Station 79, located approximately three miles to the northwest of the proposed Project site. Fire Station #79 has approximately 18 full-time personnel including 10 volunteer firefighters and two fire engines (refer to EIR Section 4.15, Public Services).

4.20.2 REGULATORY FRAMEWORK

Federal Regulations

Federal Emergency Management Agency

The primary mission of the Federal Emergency Management Agency (FEMA) is to reduce the loss of life and property and protect the nation from all hazards, including natural disasters, acts of terrorism, and other human-made disasters, by leading and supporting the nation in a risk-based, comprehensive emergency management system of preparedness protection, response, recovery, and mitigation. The city of Coachella is under the jurisdiction of FEMA Region 9, which covers Arizona, California, Hawaii, Nevada, Guam, American Samoa, Commonwealth of Northern Mariana Islands, Republic of Marshall Islands, Federated State of Micronesia, and more than 150 sovereign tribal entities. In Southern California, FEMA Region 9 specifically plans for hazards such as major earthquakes and wildfires.

Federal Disaster Mitigation Act

The Disaster Mitigation Act of 2000 provided a new set of mitigation plan requirements that encourage state and local jurisdictions to coordinate disaster mitigation planning and implementation. States are encouraged to complete a "Standard" or an "Enhanced" Natural Mitigation Plan. "Enhanced" plans demonstrate increased coordination of mitigation activities at the state level and, if completed and approved, increase the amount of funding through the Hazard Mitigation Grant Program. The State of California Multi-Hazard Mitigation Plan (SHMP) complies with this act.

International Fire Code

The International Fire Code (IFC), created by the International Code Council (ICC), is the primary means for authorizing and enforcing procedures and mechanisms to ensure the safe handling and storage of any substance that may pose a threat to public health and safety. The IFC regulates the use, handling, and storage requirements for hazardous materials at fixed facilities. The IFC and the International Building Code (IBC) use a hazard classification system to determine what protective measures are required for fire and life safety. These measures may include construction standards, separations from property lines, and specialized equipment. To ensure that these safety measures are met, the IFC employs a permit system based on hazard classification. The IFC is updated every three years and is the basis for the California Fire Code (CFC) (also updated triennially). Local jurisdictions, including the City of Palmdale, then adopt the CFC, in some cases with local amendments.

State Regulations

Assembly Bill 3074 (Friedman) of 2020

Assembly Bill 3074 (Chapter 259, Statutes of 2020) imposes additional fuel reduction requirements on a person who owns, leases, controls, operates, maintains, or builds an occupied dwelling or structure in, upon, or adjoining wild lands within a very high fire hazard severity zone. The State Responsibility Area (SRA) Fire Safe Regulations CCR Title 14, Division 1.5, Section 1270 et seq. establishes CalFire's basic wildland fire protection standards for new development and is applicable in all SRAs in California—areas where CalFire is responsible for wildfire protection.

Senate Bill 1028

Senate Bill 1028 (2016) requires each electrical corporation to construct, maintain, and operate its electrical lines and equipment in a manner that will minimize the risk of catastrophic wildfire posed by those components, and makes a violation of these provisions by an electrical corporation a crime under State law. The bill also requires each electrical corporation to annually prepare a wildfire mitigation plan and submit to CPUC for review. The plan must include a statement of objectives, a description of preventive strategies and programs that are focused on minimizing risk associated with electric facilities, and a description of the metrics that the electric corporation uses to evaluate the overall wildfire mitigation plan performance and assumptions that underlie the use of the metrics.

Executive Order (EO) N-05-19

On January 9, 2019, Governor Gavin Newsom issued Executive Order N-05-19 to address the recent damaging wildfires happening in California. Executive Order N-05-19 directs CalFire, in consultation with other State agencies and departments, for proactive forestland health maintenance in order to potentially lower fire risk intensity. In addition, EO N-05-19 created the Community Wildfire Prevention and Mitigation Report (February 22, 2019) which contains recommendations to reduce the damage from wildfires across the State. Specifically, they focus on reducing wildfire fuel (such as vegetation clearing), long-term community protection (creating defensible space in communities), wildfire prevention, and forest health.

Strategic Fire Plan for California

The Strategic Fire Plan for California (California Fire Plan) is the State's roadmap for reducing the risk of wildfire. The most recent version of the California Fire Plan finalized in August 2018 directed each CalFire Unit to prepare a locally specific fire management plan. In compliance with the California Fire Plan, individual CalFire units are required to develop fire management plans for their areas of responsibility. These documents assess the fire situation within each of the 21 CalFire units and six contract counties. The plans include stakeholder

contributions and priorities and identify strategic areas for pre-fire planning and fuel treatment as defined by the people who live and work with the local fire problem. The plans are required to be updated annually. The California State Forester (CalFire Director) has the responsibility of managing the high-risk communities list.

Wildland-Urban Interface (WUI) Building Standards

On September 20, 2007, the Building Standards Commission approved the Office of the State Fire Marshal emergency regulations amending the California Code of Regulations, Title 24, Part 2, known as the California Building Code (CBC). These codes include provisions for ignition-resistant construction standards in the WUI.

State Fire Regulations

Fire regulations for California are established in Sections 13000 et seq. of the California Health and Safety Code and include regulations for structural standards (similar to those identified in the CBC); fire protection and public notification systems; fire protection devices such as extinguishers and smoke alarms; standards for high-rise structures and childcare facilities; and fire suppression training.

California Governor's Office of Emergency Services (OES)

Cal OES is the Emergency Management Authority (EMA) for the State of California. The California Governor's Office of Emergency Services (Cal OES) began as the State War Council in 1943. With an increasing emphasis on emergency management, it officially became OES in 1970. On July 1, 2013, Governor Edmund G. Brown Jr.'s Reorganization Plan #2 eliminated the California Emergency Management Agency (Cal EMA); restored its powers, purposes, and responsibilities to Cal OES; and also merged it with the Office of Public Safety Communications.

California Public Resources Code Section 4290

California Public Resources Code (PRC) Section 4290 was adopted to establish minimum wildfire protection standards in conjunction with building, construction, and development in SRAs. Under PRC Section 4290, the future design and construction of structures, subdivisions, and developments in SRAs must provide for basic emergency access and specified perimeter wildfire protection measures. These measures provide for road standards for emergency access; signing and building numbering; water supply reserves; and fuel breaks and greenbelts.

California Emergency Response Plan

California developed an emergency response plan to coordinate emergency services provided by federal, state, and local governments, and private agencies. The plan is administered by the California Governor's Office of Emergency Services, which coordinates the responses of other agencies. When the city experiences an emergency, an Emergency Operations Center may be opened. In the event an Emergency Operations Center is opened, emergency response team members coordinate efforts and work with local fire and police agencies, emergency medical providers, the California Highway Patrol, CalFire, California Department of Fish and Wildlife, and California Department of Transportation.

California Fire and Building Codes

The California Fire Code is Part 9 of California Code of Regulations (CCR) Title 24. It establishes the minimum requirements consistent with nationally recognized good practices to safeguard public health, safety, and general welfare from the hazards of fire, explosion, or dangerous conditions in new and existing buildings, structure, and premises, and to provide safety and assistance to firefighters and emergency responders during emergency operations. The provisions of the Fire Code apply to the construction, alteration, movement, enlargement, replacement, repair, equipment, use and occupancy, location, maintenance, removal, and demolition of every building or structure throughout California. The Fire Code includes regulations regarding

fire-resistance-rated construction, fire protection systems such as alarm and sprinkler systems, fire services features such as fire apparatus access roads, means of egress, fire safety during construction and demolition, and wildland-urban interface areas.

California Public Utilities Commission General Orders

General Order 95 applies to construction and reconstruction of overhead electric lines in California. The replacement of poles, towers, or other structures is considered reconstruction and requires adherence to all strength and clearance requirements of this order. The CPUC has promulgated various Rules to implement the fire safety requirements of General Order 95, including:

- Rule 18A requires utility companies take appropriate corrective action to remedy Safety Hazards.
- General Order 95 nonconformances requires that each utility company establish an auditable maintenance program.
- Rules 31.2 requires that lines be inspected frequently and thoroughly.
- Rule 35 requires that vegetation management activities be performed in order to establish necessary and reasonable clearances. These requirements apply to all overhead electrical supply and communication facilities that are covered by General Order 95, including facilities on lands owned and maintained by California State and local agencies.
- Rule 38 establishes minimum vertical, horizontal, and radial clearances of wires from other wires.
- Rule 43.2.A.2 requires that for lines located within Tier 2 or Tier 3 zones, the wind loads required in Rule 43.2.A.1 be multiplied by a wind load factor of 1.1. (CPUC 2018)

Local Regulations

City of Coachella Local Hazard Mitigation Plan (LHMP)

In December 2022, the City adopted its Local Hazard Mitigation Plan (LHMP). The purpose of the LHMP is to identify the City's hazards, review and assess past disaster occurrences, estimate the probability of future occurrences, and set goals to mitigate potential risks to reduce or eliminate long-term risk to people and property from natural and manmade hazards. The LHMP was prepared pursuant to the requirements of the Disaster Mitigation Act of 2000 to achieve eligibility and potentially secure mitigation funding through FEMA Flood Mitigation Assistance, Pre-Disaster Mitigation, and Hazard Mitigation Grant Programs. Wildfire is a hazard that was included in the LHMP's Hazard Identification and Risk Assessment.

City of Coachella Emergency Operations Plan (EOP)

In November 2021, the City adopted its Emergency Operations Plan (EOP). The EOP addresses the City's planned response to extraordinary emergency situations associated with natural disasters (including wildfire), technological incidents, and national security emergencies in or affecting the City of Coachella. The EOP describes the operations of the City of Coachella Emergency Operations Center (EOC), which is the central management entity responsible for directing and coordinating the various City of Coachella Departments and other agencies in their emergency response activities.

City of Coachella 2035 General Plan Update

The City of Coachella 2035 General Plan Update includes goals and policies related to wildfire risk. In relation to the proposed Project, the Safety Element would require adherence to the following policies:

Safety Element

Goal 4. Fire hazards. A community that is minimally affected by wildland and structure fires.

- *Policy 4.1* Vegetation control. Require the use of vegetation control methods to reduce the hazard of wildland fire.
- *Policy 4.2* Construction materials. Require the use of fire-resistant building construction materials to reduce the hazard of structure fires, within the developed areas of the City and at the urban-wildland interface.
- *Policy 4.4* Fire response adequacy. Ensure, to the maximum extent possible, that fire services, such as firefighting equipment and personnel, infrastructure and response times, are adequate for all sections of the City. To that end, continue to regularly evaluate specific fire hazard areas, and adopt reasonable safety standards, such as adequacy of nearby water supplies, fire-retardant roofing materials, fire-equipment accessible routes, clarity of addresses, street signage and street maintenance.
- *Policy 4.5* Fire flow tests. Ensure that annual fire flow tests are conducted, and that any deficiencies found be mitigated as soon as possible.
- *Policy 4.6* Fire inspections. Conduct regular inspection of parcels throughout the City, and direct property owners to bring their property into compliance with fire safety standards. This includes enforcing the weed abatement and notification program to reduce the potential for vegetation fires that could occur in vacant or poorly maintained lots, and encourage homeowners to follow fire-safe practices, including maintaining a fire-safe landscape and keeping combustibles (such as firewood) a safe distance away from all structures.
- *Policy 4.7* Fire Hydrant Management. Establish a fire hydrant monitoring and testing program. Explore different funding streams including development impact fees.

4.20.3 IMPACT ANALYSIS

Thresholds of Significance

The impact analysis provided below is based on the following State CEQA Guidelines Appendix G thresholds of significance. Wildfire impacts are considered to be significant if the Project is located in or near SRAs or lands classified as very high fire hazard severity zones and the Project would:

- Substantially impair an adopted emergency response plan or emergency evacuation plan;
- Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose Project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire;
- Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment; or
- Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes.

Methodology

Evaluation of potential wildfire impacts of the proposed Project was based primarily on information gathered from the US Wildland Fire Assessment System (WFAS), US Department of Agriculture and US Forest Service. A detailed list of resources used in the completion of the analysis in this section and where each can be found is included under References located at the end of the section. Implementation of the proposed Project was compared to the existing conditions to determine the impacts due to wildfire risk.

Impacts

Impact 4.20.1: The proposed Project would not substantially impair an adopted emergency response plan or emergency evacuation plan (Less than Significant Impact With Mitigation Incorporated).

As discussed above, the applicable adopted emergency response plans for projects within the City include the 2022 LHMP and the 2021 EOP, which establish the City's emergency procedures, operations and strategies related to fire hazards or disaster related emergency operations.

The Project area and surrounding area have access to several fully improved roadways, including SR 86 and Airport Boulevard, which would provide full emergency access to the site. Construction activities, which may temporarily restrict vehicular traffic, would be required to comply with a project-specific construction traffic control plan and construction staging area approval by the City, to facilitate the passage of persons and vehicles through/around any required road closures, as provided for in Mitigation Measures TRA-1 and TRA-2 (refer to EIR Section 4.17, Transportation). Specifically, during construction of the proposed Project, all equipment staging would occur within the property boundary, and worker vehicles would be parked either on the property or in a designated parking lane along Airport Boulevard, adjacent to the southern boundary of the Project. Construction material delivery and soil export hauling vehicles would require limited travel on city streets due to the proximity of the site to the SR 86 off-ramps.

Additionally, the proposed Project design would be submitted to and approved by the Coachella Police Department and RCFD prior the issuance of building permits. The conceptual project design would provide a new signalized project access at Airport Boulevard and a second right-turn in only access between the SR 86 southbound offramp and the signalized Project entrance, which would comply with fire and emergency access standards. As a result, development of the Project site would have a less than significant impact related to emergency response or evacuation activities.

Therefore, construction and operational impacts would be reduced to less than significant with mitigation incorporated in relation to existing City emergency response plans.

Mitigation Measures

Refer to Mitigation Measures TRA-1 and TRA-2.

Impact 4.20.2: The proposed Project would not result in project occupants being exposed to pollutants concentrations from a wildfire or the uncontrolled spread of a wildfire due to slope, prevailing winds, and other factors that exacerbate wildfire risks (Less than Significant Impact).

Construction and operation of the proposed Project may utilize hazardous materials such as petroleum products (see EIR Section 4.9, Hazards and Hazardous Materials). However, all Project construction would be subject to applicable federal and State laws and regulations related to the proper use, storage, and transport of hazardous materials. Construction equipment would be subject to standard operating procedures, that would limit sources of ignition that could generate a wildfire. All construction activities on the proposed Project site would be required to have all equipment use and worker tasks conform to fire safety protocols, including, but not limited to, on-site fire extinguishing equipment. As such, construction related impacts would be less than significant.

Factors for assessing existing wildfire risk include drought, slope steepness, wind speeds, flammability of vegetation, and burn history and severity (length of time from last fire and location of last proximate fire). According to Figure 4.5-2: Steep Slope Distribution, of the City's 2035 General Plan Update EIR, the proposed Project site is relatively flat and has a gentle slope from northwest to southeast as does most of the land within the city (City of Coachella 2035 General Plan Update EIR; 2014). The Project site is not on or adjacent to any slopes, and is abutted by the SR 86 right-of-way on the east, the Coachella Valley Stormwater Channel (CVSC) on the west, and Airport Boulevard on the south. Vacant desert land occurs immediately north, in a narrow parcel that is part of the Caltrans right of way. The site is not near open space or mountain slopes, and its isolation make the risk of wildfire, or the spread of wildfire, extremely low. Impacts associated with uncontrolled spread of wildfire would be less than significant.

Mitigation Measures

No mitigation is required.

Impact 4.20.3 The proposed Project would not require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment (No Impact).

Although the proposed Project would require development of infrastructure relative to power, water, sewer, stormwater drainage and an internal roadway system, such improvements are required for urban development, not for wildfire risk, and would decrease fire risks relative to existing conditions. The Project site is not located in or near an SRA or LRA and does not contain any land classified as a VHFHSZ.

Electricity would be provided to the Project site through new underground distribution line that would extend from Airport Boulevard and also connect to existing power lines and infrastructure located along the site's western boundary. An Imperial Irrigation District (IID) substation facility would be located at the northern end of the overall Project site and this would include a 315 foot x 315 foot electrical substation and a 1-25 mega volt ampere (MVA) 92/13.2 kilovolt (kV) transformer bank in order to provide adequate power for the proposed Project. There also would be 92 kV transmission line extensions and associated distribution feeders/backbones and distribution line extensions installed on the substation portion of the overall Project site. Electric power lines and poles are currently located to the west of site and these currently serve all existing development to the west of the CVSC. All of the proposed power utility lines would be located underground and would connect to the existing power lines and power poles located to the west of the site and within City boundaries; no new power poles would be located on the site.

Future maintenance of the proposed Project facilities would not increase the risk of fire because the proposed uses on-site would not include any features that would have the potential to exacerbate fire risk or result in temporary or ongoing impacts to the environment. The proposed Project site would also provide suitable access for emergency vehicles from Airport Boulevard. Therefore, no impact would occur.

Mitigation Measures

No mitigation is required.

Impact 4.20.4 The proposed Project would not expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes (No Impact).

The Project site is comprised of a relatively flat terrain, sloping gently northwest to southeast. Since the site is not located within a FHSZ, the proposed Project would not increase fire risks at the site.

Landslides include rockfalls, deep slope failure, and shallow slope failure are not likely to occur at the site due to the absence of steep slopes. The site is relatively flat; therefore, the potential for a landslide on the proposed Project site is essentially non-existent. As a result, the proposed Project is not expected to expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes Therefore, no impact would occur.

Mitigation Measures

No mitigation is required.

4.20.4 CUMULATIVE IMPACTS

Development projects have the potential to be cumulatively considerable, when evaluated in the context of other past, present, or reasonably foreseeable projects that make a cumulative contribution to impacts. By its very nature wildfires are cumulative in impact. Although the proposed Project site is not located within an SRA or LRA and is not classified as a VHFHSZ, a majority of the western half of Riverside County, particularly those areas to the west of the Project site are in moderate to VHFHSZ areas or are located within FRAs. Similarly, although the majority of land in the City is not located within a FRA, SRA or LRA, there are some areas in the east end of the City that may be at substantial fire risk. All future and cumulative projects would be required to comply with the CFC, CBC, and City of Coachella regulations and adopted emergency response plans. All future proposed construction would be required to meet minimum standards for fire safety. Future projects in the City and County would also be subject to review by the City and County to ensure cumulative development is designed with the appropriate fire safety and support fire suppression systems. This would include compliance with state and local fire codes, inclusion of fire sprinklers if required, proper fire hydrant systems, paved access, and secondary emergency access routes.

As analyzed throughout the impact discussion in this section, the proposed Project would have a less than significant impact related to wildfires and would not make a substantial contribution to any cumulative impact related to wildfires. Impacts would therefore be less than cumulatively considerable.

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5.1 LONG-TERM IMPLICATIONS OF THE PROPOSED PROJECT

5.1.1 CEQA REQUIREMENTS

Section 15126.2 (a) of the State CEQA Guidelines requires that an EIR discuss any significant impacts associated with the project.

Section 4.0, *Environmental Analysis*, of this EIR, describes the potential environmental impacts of the proposed Project and recommends mitigation measures to reduce impacts to a less than significant level, where feasible. Chapter 1, *Executive Summary*, contains Table 1.0-3, which summarizes the impacts, mitigation measures, and levels of significance before and after mitigation.

Significant and Unavoidable Environmental Impacts

Section 15162(c) of the State CEQA Guidelines requires an EIR to discuss the significant environmental effects of a proposed project that cannot be avoided if the proposed project is implemented, including those which can be mitigated, but not reduced to a less than significant level. These impacts are referred to as the "significant and unavoidable impacts" of a project. More information on these impacts is found in Section 4 of this EIR.

- **Transportation**
    - Impact 4.17-2: The proposed Project would conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b). (Vehicle Miles Traveled [VMT]).

The Traffic Impact Analysis (Appendix I to this Draft EIR), with VMT baseline (2018) and horizon year (2045) model runs, estimated the proposed Project's VMT impacts. Results indicated that the proposed Project VMT would exceed the regional average and would therefore have a significant impact. Although the proposed Project would be required to adhere to all applicable policies in the City's General Plan, as well as Measure T-11 of the 2021 California Air Pollution Control Officers Association (CAPCOA) Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity (Handbook), this would only provide a 3.55% reduction to project/site employee commute VMT (i.e. homebase work attraction VMT) to 36.5 for the proposed Project in Year 2027. Since this is higher than projected regional VMT of 31.1 for the City, even with implementation of all feasible mitigation in this rural location, the proposed Project would conflict with or be inconsistent with State CEQA Guidelines § 15064.3, subdivision (b). This would result in significant and unavoidable transportation impact related to VMT.

Significant Irreversible Environmental Changes

Section 15126.2(d) of the State CEQA Guidelines requires an EIR to discuss the significant irreversible environmental changes that would result from implementation of a proposed project. Examples include: primary or secondary impacts of the project that would generally commit future generations to similar uses (e.g., highway improvements at the access point); uses of nonrenewable resources during the initial and continued phases of the project (because a large commitment of such resources make removal or nonuse thereafter unlikely); and/or, irreversible damage that could result from any potential environmental accidents associated with the project.

Temporary and permanent commitment of water resources would occur as a result of the construction, long-term operation, and maintenance of new operations. The proposed Project would change the visual landscape

and character of the site and surrounding area and would affect candidate, sensitive, and/or special-status species, sensitive natural communities, and wildlife access and movement. All impacts to biological resources would be mitigated to a level less than significant; however, the proposed Project would still result in significant irreversible changes to the biology of the site.

Potential environmental accidents of concern include those events that would adversely affect the environment or public due to the type or quantity of materials released and the receptors exposed to that release. Construction activities associated with the proposed Project would involve some risk of environmental accidents. However, these activities would be conducted in accordance with all applicable federal, state, and local regulations, would follow professional industry standards for safety and would implement the applicable mitigation measures contained in Chapter 4. Once operational, any materials associated with environmental accidents would comply with applicable federal, state, and local regulations.

Implementation of the proposed Project would require the long-term commitment of land and natural resources as follows:

- Construction of the proposed Project would require the use of water, timber, steel, sand, gravel, and other minerals and natural resources. Although these uses are not considered an unusual demand for these resources during construction, they nonetheless represent an incremental increase in demand for nonrenewable resources.
- Nonrenewable energy sources such as oil-based fuels would be used during construction and subsequent operation of the proposed Project; and
- Heavy machinery would be used during construction, resulting in proportionate air emissions and noise levels.

Once the average life span of the proposed Project is reached, it is probable that the site would continue to support business park uses. The large investment of capital resources that would be expended on the proposed Project site, infrastructure, and amenities would likely continue beyond the average life span of the Project. Consequently, the Project would largely commit the Project site to similar uses in the future.

Construction and implementation of the proposed Project would commit energy, labor, and building materials. This commitment would be commensurate with that of other projects of similar nature and magnitude. Energy, labor, and building materials would also be committed to the construction of buildings and infrastructure necessary to support the redevelopment of the existing site. Ongoing maintenance of the Project site would entail a long-term commitment of energy resources in the form of natural gas and electricity. This commitment of energy, labor, and building materials would be a long-term obligation, because once the Project site has been developed, it is highly unlikely that the land could be returned to its original condition.

6.1 INTRODUCTION

An EIR must describe any growth-inducing impacts, that would result from development anticipated under the proposed Project (PRC Section 21000(b)(5); 14 Cal. Code Regs., Section §15126(d)).

Section §15126.2(e) of the State CEQA Guidelines requires a discussion of a proposed project's potential to foster economic or population growth, including ways in which a project could remove an obstacle to growth. Growth inducing impacts, such as those associated with increases in employment, have the potential to impact housing and related demand in surrounding jurisdictions over an extended time period. Such future demands are difficult to ascertain with any certainty since future economic and population trends may be influenced by unforeseeable events, such as natural disasters and business development cycles. Long-term changes in economic and population growth are often regional, or even global in nature and are not influenced solely by changes or policies related to a single city or development project. This, by itself, does not necessarily create significant physical changes to the environment. Further, just because a jurisdiction has the potential to create growth in housing or employment, this does not necessarily automatically lead to growth. Future investment in development/redevelopment activities and the regulatory authority of local governments, result in the growth-inducing potential of a jurisdiction. However, depending upon the type, magnitude, and location of growth, it can result in significant adverse environmental effects. A proposed project's growth inducing potential is therefore considered significant if project-induced growth could result in significant physical effects in one or more environmental issue areas.

Facilitating planned or unplanned growth typically relates to the creation of direct employment, population, or housing growth within a project site as well as adjacent or surrounding areas within a jurisdiction. Inducing growth is related to lowering or removing barriers to development or by creating an amenity or facility that attracts new population/economic activity to an area. There are two ways that a project could have growth-inducing impacts: direct and indirect. To assess the potential for growth-inducing impacts, a project's features that have the potential to affect built and natural environments should be evaluated against those project activities that individually or cumulatively may affect the environment (State CEQA Guidelines § 15126.2(e)). This analysis should also consider the impacts from the removal of obstacles to population growth (such as removal of infrastructure limitations or regulatory constraints). According to State CEQA Guidelines Section 15126.2(e), "it must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment."

According to the State CEQA Guidelines, a project would have the potential to induce growth if it would directly or indirectly result in any of the following:

- Fosters population growth;
- Fosters economic growth;
- Includes the construction of additional housing in the surrounding environment;
- Removes obstacles to population growth;
- Requires construction of new facilities that could cause significant environmental effects.

6.2 ECONOMIC GROWTH

Economic and employment growth under the proposed Project would result as a consequence of Project operations. The proposed Project would generate temporary employment opportunities during construction.

Since construction workers are expected to be drawn from the existing regional work force, construction of the proposed Project would not be growth-inducing from a temporary employment standpoint. Under proposed Project operations, it is anticipated that the proposed Project would generate long-term income for the City's labor force since it is anticipated to add long-term employment opportunities associated with its operation. It is difficult to predict the economic effect of indirect and induced employment because the adverse physical environmental impacts of these economic effects could occur at locations throughout the City of Coachella and the region. Therefore, the environmental consequences of this type of economic growth are too speculative to evaluate or predict. Pursuant to State CEQA Guidelines Section 15145, no further analysis of the environmental consequences of indirect or induced economic growth associated with the proposed Project is appropriate under CEQA.

6.3 POPULATION GROWTH

As discussed in EIR Section 4.14, *Population and Housing,* the proposed Project would not directly generate population growth due to its use as office, commercial, restaurant, and warehouse uses, since it is anticipated that most of the net new employee population would be City residents moving to the City within the growth projections prepared by the Southern California Association of Governments (SCAG). This growth has been accounted for under the SCAG regional demographics and growth forecasts in the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). However, the proposed Project has the potential to increase the City's existing population if new employees were to relocate to the City of Coachella. According to employee generation assumptions in EIR Section 4.14, *Population and Housing*, the proposed Project is anticipated to generate approximately 741 new employees. According to the City of Coachella 2035 General Plan Update, this future growth could be accommodated within the City's growth projections (City of Coachella 2035 General Plan Update EIR; 2014). Since industrial, commercial, office and other retail jobs in and of themselves typically do not induce relocation since these are mostly filled by local labor, population growth related to jobs from the proposed uses on the site is within current SCAG projections (Connect SoCal; 2020). SCAG and the City have estimated that there would be a population growth from the current population of 41,938 residents to an estimated 93,059 residents, an increase of approximately 51,121 residents by the City's estimated buildout year of 2035 (California DOF, 2021).

As determined by the SCAG RTP/SCS, the total number of households in the City of Coachella was 9,600 in 2019 and is estimated to increase to 35,600 by forecast year 2050 (Connect SoCal; 2024). The City's 6th Cycle Housing Element has projected that, by the year 2029, the City will have a surplus of 3,228 housing units of which 586 are estimated to be Extremely Low, Very Low and Low Income units, 101 Moderate Income Units, and 2,538 Above Moderate Income units over its assigned Regional Housing Needs Allocation (RHNA) (City of Coachella Housing Element, 2023). Therefore, a population growth of 741 new employees, as anticipated under the proposed Project, would be accommodated under the City's population and housing needs projections; the proposed Project in itself would not generate the construction of new housing on site or in the vicinity of the proposed Project. The City's 2035 General Plan Update estimated that approximately 27,000 acres of undeveloped land currently exists within the city that could accommodate any increases in housing needs generated by the proposed Project.

Although the proposed Project has the potential to foster population growth, projected population and housing demand from the proposed Project are consistent with projected growth already accounted for in the City's 2035 General Plan Update and other regional long-range plans, and thus would be less than significant, as discussed under EIR Section 4.14.

Since the proposed Project is a business park development that does not include any housing on site, the proposed Project would not require improvements or the construction of schools, parks or similar community facilities. Employees at the Project site would be able to access such community facilities in close proximity to their areas of residence. The proposed Project may, however, require additional city police, fire and emergency services. According to the City of Coachella 2035 General Plan Update EIR, the Riverside County Sheriff's Department provides police protection in the city. The closest police station is located 4.5 miles to the southwest of the Project site (refer to EIR Section 4.15, *Public Services and Utilities*). Therefore, the proposed Project would continue to be served by the Riverside County Sheriff's Department. The Riverside County Fire Department (Station #79), located approximately 3 miles to the northwest would be able to serve the site with fire protection and emergency services. To the extent Project employees would relocate from areas outside the city to establish residency in the city of Coachella, there is the possibility for an incremental increase in the cumulative demand for the provision of utility and public services in the area. The Project site itself would be served by City services for water, CVWD for stormwater, and wastewater and by Burrtec Waste Industries for solid waste disposal; the need for and location of new pipe connections and facilities under the proposed Project have been discussed in EIR Section 4.19, *Utilities and Service Systems*. The analysis indicates that the proposed Project would not significantly contribute to a cumulative demand on wastewater treatment, solid waste disposal, natural gas resources, or public services, including police, and fire protection, or require the expansion of utilities and public service facilities beyond what is envisioned under the City's 2035 General Plan Update.

6.4 REMOVAL OF OBSTACLES TO GROWTH

Direct growth-inducing impacts from a project have the potential to occur when the project imposes new burdens on a community by directly inducing unplanned population growth, or by leading to the construction of additional developments in the same area. Similarly, projects that remove physical obstacles to population growth (such as a new road into an undeveloped area or a wastewater treatment plant with excess capacity that could allow additional development in the service area), may indirectly result in population and housing growth from the increase in their service capacities. Projects that physically remove obstacles and constraints to growth, or projects that indirectly induce growth may result in future unrelated development in an area. However, this potential growth is often reflected in a city or county's general plan land use element and/or housing element and is approved with the underlying assumption that adequate infrastructure and related service facilities would be constructed consistent with the timing and type of development. This type of growth inducement is referred to as facilitating growth. In addition to accommodating or facilitating new growth, a project can also remove site barriers, provide new access, or otherwise encourage growth. This could include areas that are currently designated for open space, agricultural uses or other similar non-urban land uses, which either because of the improved access or utilities, could experience pressure to develop into urban uses or to develop at a higher level of intensity than originally anticipated at a certain area.

As discussed in EIR Section 4.17, *Transportation,* and EIR Section 4.19, *Utilities and Service Systems*, existing infrastructure including roadways in the city would need to be expanded in order to serve cumulative development including the proposed Project, as described below:

- The existing electrical facility network would require upgrades and the addition of new Imperial Irrigation District (IID) facilities to serve the projected growth in the City. As is the case for the proposed Project, additional IID substation facilities will be required as other projects are developed in the City. Specifically, a new IID substation is proposed at the northern 5.6 acres of the overall Project site. The new IID substation will have excess capacity to serve existing or planned development around

the site, thereby increasing the resiliency and reliability of electrical services in this area of the City and Riverside County. Impacts related to the construction of the IID substation are analyzed in this document and were found to be less than significant. Also consistent with the analysis in this EIR, the construction of additional substations and other facilities to serve other projects would be analyzed as those projects are brought forward, and the location, size and capacity of these facilities are determined. The potential growth-including impacts of other IID facilities will be analyzed in conjunction with the projects they serve, during their CEQA reviews.

- Buildout of the City would result in additional natural gas demand within SoCal Gas's service area. The existing natural gas facilities have sufficient capacity to serve the proposed Project site, as well as for the projected growth in the City of Coachella. However, existing utility infrastructure would require review prior to implementation of any project and any further need for capacity, natural gas connections and/or infrastructure upgrades would be accomplished through the required design review and approval of natural gas plans for projects through the City, respective nearby jurisdictions, and the appropriate regulatory agencies and utility providers.

- Buildout of the City would also result in an increased demand for telecommunication and internet services, which are provided on a demand basis and by a variety of service providers in the City. As with the proposed Project, future projects would be subject to review to determine if there is further need for infrastructure upgrades or connections. Although buildout of the City would increase demand of telecommunication services, future developments are required to participate in the design review process of telecommunication plans associated with the future development.

- Relative to water infrastructure and supply, CWA's water infrastructure does not currently serve the site or surroundings. However, CWA's water infrastructure will be expanded in the future to serve the area. The proposed Project would tie into a proposed CWA water line that will run from the northwest along Grapefruit Boulevard (from the vicinity of Avenue 54) and will turn east to run under the CVSC (Whitewater Flood Channel) and tie into the site on its west side.

  CWA's long-term water management planning ensures that adequate water supplies are available to meet existing and future water needs within its service area which includes the City and proposed Project site. CWA's urban water demand for 2023 was 7,189 Acre Feet (AF), and CWA's projected urban water demand for 2025 is 10,869 AF. Additionally, CWA's projected urban water demand for 2045 is 18,746 AF. The proposed Project's water demand of 151.94 AFY accounts for approximately 4.1 percent of the total planned increases in demand of 3,680 AF from 2023 to 2025 and accounts for approximately 1.9 percent of the total planned increase in demand of 7,877 AF from 2025 to 2045. In addition, the City's water management planning, including the future demand required as described in the UWMP, is based on General Plan land use designations and anticipated build out. The Project's land uses are generally consistent with what was anticipated in the UWMP, and that document shows that the City has sufficient supply to serve anticipated cumulative growth through 2045. The City therefore has sufficient capacity in its domestic water supplies to accommodate this Project in relation to all future development projects.

- Relative to wastewater systems, CVWD has current sufficient capacity to serve the site as well as the city for future wastewater needs, including the ability to expand its WWTPs and grey water facilities. CVWD and the city are also required to conduct repairs and upgrades to the existing wastewater conveyance system throughout the city on an as-needed basis and would continue to do so for future

development projects in a cumulative scenario. Future development projects would be required to coordinate with CVWD for their individual wastewater service requirements. These projects would, like the proposed Project, extend service if necessary, and pay connection and other fees to CVWD for the provision of service. CVWD collects these fees in order to have resources.

- Relative to transportation, buildout of the City would result in operational deficiencies along the City's roadways and at intersections, which would occur whether or not the Project is constructed. This EIR has concluded that the proposed Project is consistent with adopted policies, plans, or programs regarding the City's circulation system, including roadways, public transit, bicycle, and pedestrian facilities, and the performance and safety of such facilities, and would not combine with other area projects to result in significant cumulative impacts to such facilities. As with the Project, all future cumulative development would undergo environmental review on a project-by-project basis, to evaluate potential transportation impacts and ensure compliance with the established regulatory framework.

  The following transportation improvements are recommended with or without the Project to accommodate future growth in the City, and such growth would not be attributed solely to the Project:

  - Airport Boulevard and Filmore Street – Signalize the intersection with no changes to existing configuration of 1 shared left/through/right lane on all approaches. Project will contribute toward this improvement via fee payment to the City of Coachella Development Impact Fees (DIF) program and CVAG TUMF.
  - Airport Boulevard and SR 86 Southbound (SB) Ramps – Add 1 exclusive left turn lane in the southbound direction. Project will contribute toward this improvement via fee payment to City of Coachella DIF and CVAG TUMF programs for Project B-503.
  - Avenue 54 and Grapefruit Boulevard – Signalize the intersection with no changes to existing configuration of 1 left, 1 through, and 1 right turn lane in northbound, southbound, and westbound directions, and 1 shared left/through/right in eastbound direction. Project will contribute toward this improvement via fee payment to City of Coachella DIF and CVAG TUMF programs for Projects B-349 and B-350.
  - Tyler Street and Grapefruit Boulevard – Signalize the intersection with 1 right and 1 through lane in southbound direction, 1 shared left/right lane in eastbound direction and reconfigure northbound approach for 1 through lane and add 1 exclusive northbound left turn lane due to greater than 100 left turns per the Guidelines Appendix C. 125 ft storage length is assumed in analysis as determined by methodology in Caltrans Highway Design Manual Index 405.2(2)(e) and Buildout 2045 Plus Project left turn peak hour volume of 131 vehicles. The Project will contribute toward this improvement via fee payment to City of Coachella DIF and CVAG TUMF programs for Project B-349.

Since the proposed Project would be expanding infrastructure services related to water, sewer, wastewater and electrical services to this portion of the City, with the provision of these new and expanded lines, a number of the properties and uses surrounding the site vicinity would benefit from the development under the proposed Project. However, as demonstrated above, the construction of future infrastructure improvements would occur for the purpose of serving future implementing projects associated with buildout of the City, rather than serving only the proposed Project. As such, the proposed Project infrastructure enhancements and upgrades, including roadways, water system, sewer system, and storm drain system, would be designed to accommodate the proposed Project. These infrastructure capacity increases would remove impediments that

currently inhibit growth associated specifically with the proposed Project site, resulting in the potential environmental impacts as discussed throughout this Draft EIR. However, the proposed infrastructure improvements have been sized to serve the proposed Project and future planned growth as envisioned by General Plan buildout. Therefore, growth-inducing impacts are precluded because the infrastructure is sized to serve only the proposed Project.

6.5 CONCLUSION

The City's 2035 General Plan Update EIR had concluded that anticipated development under implementation of the City's 2035 General Plan Update would lead to future population, housing and employment growth in the City. Growth impacts from any type of project, regardless of size and location, may range from favorable to low or even being significantly detrimental. The City and its service providers therefore need to plan for and accommodate increased needs for public services and infrastructure through appropriate regulations and fees. Land uses to the north of the site primarily consist of vacant lands and some industrial development while agricultural uses are situated to the east of the site. South of Airport Boulevard and to the south of the site are scattered single family homes, a mobile home park and vacant properties. Vacant areas and heavy industrial uses are situated to the west of the Project site. The City's 2035 General Plan Update designates land uses to the north, and east of the proposed Project site as Industrial, with a mix of Industrial and Public Facilities to the west of the site. Lands to the south of the Project site are located in unincorporated Riverside County and are designated as Commercial Retail and Medium Density Residential (Riverside County General Plan; 2021).

As detailed above, the construction of future infrastructure improvements would occur for the purpose of serving future implementing projects associated with buildout of the City, rather than serving only the proposed Project. In addition, the City's 2035 General Plan Update has established goals and policies to address this additional residential and commercial development, such as the proposed Project, would be subject to the planning, permitting, and discretionary actions and approvals of the City of Coachella. Additionally, any future development would likely occur on vacant parcels within the City or on underutilized parcels, either under the existing General Plan and Zoning designations for the site, or under revisions to the General Plan and Zoning categories and therefore requirements, as needed. For any particular site and type of project such as the proposed Project, the resulting growth, requirements for infrastructure improvements, on-site housing and thus the impacts of undertaking these actions would be evaluated under their individual project. Substantial growth in jobs in the City, including those under the proposed Project, would need to be evaluated for consistency with growth forecasts for the SCAG region and the City or even Riverside County's General and specific area plans, as applicable. With regard to the overall region, this growth would likely represent a minor contribution to regional population and economic growth; the proposed Project would have a less than significant impact under the growth inducing scenario.

7.1 Introduction

Under CEQA, the identification and analysis of alternatives to a project is a fundamental part of the environmental review process. CEQA Public Resources Code Section 21002.1(a) establishes the need to address alternatives in an Environmental Impact Report (EIR) by stating that in addition to determining a project's significant environmental impacts and indicating potential means of mitigating or avoiding those impacts, "the purpose of an environmental impact report is ... to identify alternatives to the project."

Direction regarding the definition of project alternatives is provided in the CEQA Guidelines as follows:

> *An EIR shall describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives.*[1]

The CEQA Guidelines emphasize that the selection of project alternatives be based primarily on the ability to reduce significant effects relative to the proposed project, "even if these alternatives would impede to some degree the attainment of the project objectives, or would be more costly."[2] The CEQA Guidelines further direct that the range of alternatives be guided by a "rule of reason," such that only those alternatives necessary to permit a reasoned choice are addressed.[3]

In selecting project alternatives for analysis, potential alternatives must pass a test of feasibility. CEQA Guidelines Section 15126.6(f)(1) states that:

> *Among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries…and whether the proponent can reasonably acquire, control or otherwise have access to the alternative site (or the site is already owned by the proponent).*

Beyond these factors, CEQA Guidelines require the analysis of a "no project" alternative and an evaluation of alternative location(s) for the project, if feasible. Based on the alternatives analysis, an environmentally superior alternative is to be designated. If the environmentally superior alternative is the "No Project" Alternative, then the EIR shall identify an environmentally superior alternative among the other alternatives.[4] In addition, CEQA Guidelines Section 15126.6(c) requires that an EIR identify any alternatives that were considered for analysis but rejected as infeasible and discuss the reasons for their rejection.

The range of feasible alternatives shall be selected and discussed in a manner to foster meaningful public participation and informed decision making. The range of potential alternatives to the proposed project shall also include those that could feasibly accomplish most of the basic objectives of the project and could avoid or substantially lessen one or more of the significant effects. Among the factors that may be considered when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, General Plan consistency, other plans or regulatory limitations, jurisdictional boundaries,

[1] CEQA Guidelines Section 15126.6(a).
[2] CEQA Guidelines Section 15126.6(b).
[3] CEQA Guidelines Section 15126.6(f).
[4] CEQA Guidelines Section 15126.6(e)(2).

and whether the proponent can reasonably acquire, control, or otherwise have access to the alternative site (or the site is already owned by the proponent). Only locations that would avoid or substantially lessen any of the project's significant effects need be considered for inclusion. An alternative whose effect cannot be reasonably ascertained and whose implementation is remote and speculative need not be considered.

Potential environmental impacts associated with the following alternatives are compared to the Project's impacts:

- Alternative 1 - "No Project" Alternative;
- Alternative 2 - "Heavy Industrial" Alternative; and
- Alternative 3 - "Industrial Business Park – No Retail" Alternative

These alternatives were selected based on their potential to accomplish some or most of the basic objectives of the Project and avoid or substantially lessen one or more of the proposed Project's significant effects, and are described individually below.

7.2 Summary of Project Objectives

An EIR must only discuss in detail an alternative that is capable of feasibly attaining most of the basic objectives associated with the action, while at the same time avoiding or substantially lessening any of the significant effects associated with the proposed project. As discussed in Section 2.0, *Project Description*, of this EIR, the Proposed Project would develop and operate a new business park development. The Project objectives, as provided within Section 2.5.3 of this EIR, are:

- Provide development of an underutilized site with existing arterial and roadway access.
- Create new and diverse employment opportunities within the City of Coachella as identified under the City's 2035 General Plan Update with the development of a wide range of commercial uses.
- Contribute to an increase in the City of Coachella's fiscal health as envisioned under the 2035 General Plan Update through the development of a mix of commercial uses including large and small warehouse, office and commercial retail.
- Promote development consistent with the City's 2035 General Plan Update.
- Fund construction of additional IID electrical facilities to improve the electric grid and enhance reliability to this portion of the City of Coachella.
- Ensure that the scale of the development respects its surroundings and existing land use patterns.

7.3 Summary of Significant and Unavoidable Impacts

Pursuant to Section 15126.6(a) of the State CEQA Guidelines, an EIR shall describe a range of reasonable alternatives to the project which would feasibly attain most of the basic objectives of the project and would avoid or substantially lessen any of the significant effects of the project and evaluate the comparative merits of the alternatives. Those impacts that cannot feasibly be mitigated to a less than significant level are particularly relevant in making the final determination of whether an alternative is environmentally superior or inferior to the proposed project. As such, Section 4.17, Transportation, identified significant and unavoidable impacts associated with Project and cumulative VMT. All other impacts were determined to be less than significant, with the mitigation measures identified where

applicable. This information is based on the analysis provided within Section 4.1 through Section 4.20 of this EIR.

7.4 Alternatives Considered but Rejected

In accordance with State CEQA Guidelines Section 15126.6(c), an EIR should identify any alternatives that were considered for analysis but rejected as infeasible and briefly explain the reasons for their rejection. According to State CEQA Guidelines, among the factors that may be used to eliminate alternatives from detailed consideration are the alternative's failures to meet most of the basic project objectives, the alternative's infeasibility, or the alternative's inability to avoid significant environmental impacts. Alternatives to the proposed Project that have been considered and rejected as infeasible including the following:

- **Alternative Project Site.** For alternative locations, "only locations that would avoid or substantially lessen any of the significant effects of the project need be considered for inclusion in the EIR" (State CEQA Guidelines 15126.6[f][2][A]). The Project Applicant already owns the Project site and its location is conducive to the development of a business park due to its location within Subarea 8 (East Industrial District), which is envisioned by the City to be developed with employment-generating uses, including industrial, retail and office uses. Furthermore, the Project Applicant cannot reasonably acquire, control, or access an alternative site in a timely fashion that would result in implementation of a project with similar square footage and uses. Additionally, development of the Project at an alternative site within a different Subarea that is not envisioned for such uses could potentially result in other environmental impacts that would otherwise not occur at the proposed Project site and result in greater environmental impacts when compared with the Project. Therefore, an alternative site is not considered feasible as the Project Applicant does not own another suitable site that would achieve the purpose and objectives of the Project, and an alternative site would not likely avoid the Project's significant impacts. As such, this alternative was rejected from further consideration.

7.5 Alternative 1: "No Project" Alternative

In accordance with the State CEQA Guidelines, "the no project analysis shall discuss the existing conditions …, as well as what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services."[5] The State CEQA Guidelines continue to state that "in certain instances, the no project alternative means 'no build' wherein the existing environmental setting is maintained."[6] The "No Project" Alternative includes a discussion and analysis of the existing baseline conditions at the time the Notice of Preparation was published on August 16, 2023. The "No Project" Alternative is described and analyzed in order to enable the public and decision-makers to compare the impacts of approving the Project with the impacts of not approving the Project.

Description of the Alternative

If the Project or one of the Alternatives described below were not approved, no change to existing conditions is considered the most likely outcome, at least in the near term. The "No Project" Alternative

[5] State CEQA Guidelines Section 15126.6(e)(2).
[6] State CEQA Guidelines Section 15126.6(e)(3)(B).

analysis therefore discusses the existing conditions and assumes that the proposed Project site would remain a vacant parcel of land. The proposed IID substation facility on an approximate 5.6-acre portion of the site at its northern end would not be developed as anticipated under the proposed Project. Refer to the description of the Project site's existing physical conditions in Section 2.0, *Project Description*, of this EIR.

Impact Comparison to the Proposed Project

Aesthetics

Under the "No Project" Alternative, the visual character and quality of the Project site would be maintained in its existing condition. No structures, landscaping, billboards or lighting would be introduced on the Project site. The Project site does not contain any unique aesthetic resources, nor does it serve as or interfere with a prominent scenic vista. As such, impacts to scenic vistas would be less than significant under both the Project and "No Project" Alternative, although impacts would be reduced under the "No Project" Alternative because no new structures that could interfere with distant views of visual resources would be constructed on the site under the "No Project" Alternative. There are no designated or eligible State scenic highways within the Project site's immediate vicinity; thus, neither the Project nor the "No Project" Alternative would substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway, and the level of impact would be similar. Because no new development is proposed on-site as part of the "No Project" Alternative, the "No Project" Alternative would have no potential to substantially degrade the existing visual character or quality of public views of the site and its surroundings. Impacts to the existing visual character in a non-urbanized area of the City would not occur under the "No Project" Alternative, whereas the level of impact under the Project would be less than significant. Additionally, because no new development would occur on-site, the "No Project" Alternative would not result in any new sources of light or glare during construction or operation, as compared to the Project. The Project would result in a significant but mitigable light and glare impact during construction, which would be reduced to less than significant levels through compliance with Mitigation Measures AES-1 and AES-2, as identified in Section 4.1, *Aesthetics*, of this EIR, and a less than significant operational light and glare impact as a result of the proposed billboard along SR 86. Implementation of the "No Project" Alternative would avoid the Project's significant but mitigable construction-related light and glare impacts and the Project's less than significant operational light and glare impacts. Therefore, impacts due to light and glare would be reduced in comparison to the Project with implementation of the "No Project" Alternative.

Agricultural and Forestry Resources

The agricultural and forestry resource impact analysis for the proposed Project in Section 4.2, *Agricultural and Forestry Resources*, of this EIR, concluded that no impact would occur with Project implementation to agricultural and forestry resources, since no such resources occur in the Project area. Similarly, implementation of the "No Project" Alternative would result in no impact in this regard, since this alternative involves the same site as the proposed Project.

Air Quality

Under the "No Project" Alternative, the Project site would remain vacant and undeveloped for the foreseeable future and no sources of air pollution would be introduced on the Project site. As such, there

would be no increase in air quality emissions under this alternative. Accordingly, the "No Project" Alternative has no potential to result in a conflict with the South Coast Air Quality Management District (SCAQMD) rules and regulations. Additionally, the "No Project" Alternative has no potential to result in a conflict with the Federal Particulate Matter Attainment Plan or the Ozone Attainment Plan for the South Coast Air Basin. Because there would be no new development on-site under the "No Project" Alternative, implementation of the "No Project" Alternative would reduce the proposed Project's less than significant impacts, as discussed in Section 4.3, *Air Quality*, of this EIR, due to emissions of any criteria pollutants for which the region is nonattainment.

The "No Project" Alternative also would not include any land uses with the potential for exposing sensitive receptors to substantial pollutant concentrations. Therefore, the "No Project" Alternative would avoid the Project's less than significant localized air quality impacts. Furthermore, because no new development would occur on-site, the "No Project" Alternative would avoid the Project's less than significant impacts due to other emissions (such as those leading to odors) that could affect a substantial number of people.

Biological Resources

The "No Project" Alternative would leave the Project site in its existing undeveloped and vacant condition; no grading would occur under this alternative. Implementation of the "No Project" Alternative would avoid the Project's significant but mitigable impacts to the existing sensitive natural communities, wildlife movement corridors, arrow weed thicket, bush seepweed scrub, mesquite thickets, burrowing owl, bats, San Diego desert woodrat, avian species and nesting birds regulated by the Migratory Bird Treaty Act (MBTA) and California Fish and Game Code, as discussed in Section 4.4, *Biological Resources*, of this EIR. Implementation of the "No Project" Alternative would avoid the Project's significant but mitigable impacts to RWQCB wetland waters of the State. Neither the Project nor the "No Project" Alternative has the potential to conflict with local policies or ordinances protecting biological resources, and the level of impact would be the same.

Cultural Resources

The "No Project" Alternative would leave the Project site in its existing undeveloped and vacant condition; no grading would occur under this alternative. No historic or prehistoric archaeological resources occur on-site under existing conditions. Because no new ground disturbance would occur under the "No Project" Alternative, the "No Project" Alternative would avoid the Project's significant but mitigable potential impacts to significant historic and archaeological resources that may be buried beneath the ground surface, as discussed in Section 4.5, *Cultural Resources*, of this EIR. Similarly, because no new ground disturbance would occur, the "No Project" Alternative would avoid the Project's potentially significant but mitigable impacts to human remains that may be uncovered during grading activities.

Energy

Under the "No Project" Alternative, there would be no new development on the proposed Project site, and there would be no increase in demand from the proposed Project site for energy resources. As such, the "No Project" Alternative would completely avoid the Project's less than significant impacts, associated with the consumption of energy resources and with a conflict with a State or local plan for renewable energy or energy efficiency, during construction and long-term operation of the proposed Project, as discussed in Section 4.6, *Energy*, of this EIR.

Geology and Soils

Under the "No Project" Alternative, there would be no grading or development on the proposed Project site. As such, the "No Project" Alternative would avoid the Project's less than significant but mitigable impacts, due to earthquake faults, strong seismic ground shaking, seismic-related ground failure (including liquefaction), as discussed in Section 4.7, *Geology and Soils*, of this EIR. Although the "No Project" Alternative would avoid the Project's less than significant construction-related impacts due to erosion or the loss of topsoil, landslides, lateral spreading, subsidence, collapse, and expansive soils, the "No Project" Alternative would result in increased but less than significant impacts due to soil erosion under long-term conditions because the proposed Project site would not be covered with impervious surfaces under the "No Project" Alternative. Because no ground-disturbing activities would occur under the "No Project" Alternative, the "No Project" Alternative would avoid the Project's significant but mitigable impacts to paleontological resources that may be buried beneath the surface of the proposed Project site.

Greenhouse Gas Emissions

Under the "No Project" Alternative, there would be no construction activities on-site and no new development would occur. As such, implementation of the "No Project" Alternative would avoid the Project's significant but mitigable impacts which would be reduced to less than significant levels through compliance with Mitigation Measure GHG-1, as identified in Section 4.8, *Greenhouse Gas Emissions,* of this EIR. As discussed therein, the Project would have significant but mitigable impacts due to the generation of greenhouse gases (GHGs) during both construction and long-term operation, and potential conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHGs.

Hazards and Hazardous Materials

Because no development would occur under the "No Project" Alternative, the "No Project" Alternative would have no potential to create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials, and would have no potential to create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. Therefore, no impact would occur, and impacts would be reduced in comparison to the proposed Project's impacts, as discussed in Section 4.9, *Hazards and Hazardous Materials*, of this EIR. There are no schools within 0.25-mile of the Project site; thus, neither the proposed Project nor the "No Project" Alternative would have the potential to transport, use, or store hazardous materials within 0.25-mile of school. Because the proposed Project site is not located on any list of hazardous materials sites complied pursuant to Government Code Section 65962.5, neither the Project nor the "No Project" Alternative have the potential to create a significant hazard to the public or the environment due to existing site conditions, and the level of impact would be similar.

The proposed Project site is located approximately 1.5 miles northeast of the Jacqueline Cochran Regional Airport. However, the proposed Project site lies outside the areas subject to average noise levels greater than 55 CNEL; as such, airport noise at the site would not exceed City standards and no measures to mitigate aircraft-generated noise are required. In addition, no review by the Riverside County Airport Land Use Commission (ALUC) would be required, since no development would occur. Airport-related impacts under the proposed Project would be less than significant. Under the "No Project" Alternative, there

would be no new development on-site. As such, the "No Project" Alternative would avoid the proposed Project's less than significant airport-related hazards impacts.

Hydrology and Water Quality

No changes to existing hydrology and drainage conditions would occur under the "No Project" Alternative, and the "No Project" Alternative would not include any land uses with the potential to result in increased impacts to water quality beyond what occurs on the property under existing conditions. In addition, no new impervious surfaces would be constructed under the "No Project' Alternative. As such, the "No Project" Alternative would avoid the Project's less than significant impacts due to the violation of water quality standards or waste discharge requirements, and would avoid the Project's less than significant impacts to surface and groundwater quality, as discussed in Section 4.10, *Hydrology and Water Quality,* of this EIR. Because the Project site would remain undeveloped under the "No Project" Alternative, the "No Project" Alternative would avoid the Project's less than significant impacts to groundwater supplies, groundwater recharge, and sustainable management of the groundwater basin during both construction and long-term operation. Although the "No Project" Alternative would avoid the Project's less than significant construction-related impacts due to erosion and siltation, the "No Project" Alternative would result in increased but less than significant impacts due to soil erosion under long-term conditions because the Project site would not be covered with impervious surfaces under the "No Project" Alternative as would occur with implementation of the Project.

As discussed in Section 4.10, *Hydrology and Water Quality,* of this EIR, no stormwater runoff would be released from the Project boundary under design conditions and the proposed Project would be required to collect and store 100 percent of the runoff generated during the 100-year storm event on-site per City drainage standards. The Project's proposed stormwater and drainage improvements have been designed in accordance with FEMA and City requirements. Therefore, neither the "No Project" Alternative nor the Project would result in impacts due to increased runoff leading to flooding, or due to runoff that could exceed the capacity of existing or planned stormwater drainage systems. In addition, since the proposed Project is designed to capture all runoff generated on the developed portions of the site, the level of impact would be the same. Similarly, impacts associated with impeding or redirecting flood flows would not occur under the "No Project" Alternative or proposed Project, and the level of impact would be the same.

Neither the proposed Project nor the "No Project" Alternative would be subject to inundation due to flood hazards, tsunamis, or seiches due to the distances between the site and areas that are susceptible to these hazards; thus, no impact would occur, and the level of impact would be similar. Since no development would occur under the "No Project" Alternative, this alternative would avoid the Project's less than significant impacts due to a conflict with a water quality control plan or sustainable groundwater management plan.

Land Use and Planning

The land use and planning impact analysis for the proposed Project in Section 4.11, *Land Use and Planning*, of this EIR, concluded that no impact would occur with proposed Project implementation relative to the physical division of an established community. Similarly, implementation of the "No Project" Alternative would result in no impact in this regard, since this alternative involves the same site as the proposed Project. In addition, the proposed Project would result in a less than significant land use impact upon final

Project approvals, since it would implement land uses on the site as envisioned by the City's General Plan and would not conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. Conversely, the "No Project" Alternative would not further the City's development goals and policies nor support the employment opportunities as envisioned in the City's General Plan, and would therefore result in a conflict with a land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. As such, implementation of the "No Project" Alternative would result in a significant impact in this regard.

Mineral Resources

The mineral resources impact analysis for the proposed Project in Section 4.12, *Mineral Resources*, of this EIR, concluded that no impact would occur with Project implementation to mineral resources, since no such resources occur in the Project area. Similarly, implementation of the "No Project" Alternative would result in no impact in this regard, since this alternative involves the same site as the proposed Project.

Noise

Under the "No Project" Alternative, no sources of noise would be introduced on the proposed Project site. Therefore, the "No Project" Alternative would avoid the Project's significant but mitigable impacts due to construction-related noise, and the less than significant impacts due to operational-related noise, as well as traffic-related noise, as discussed in Section 4.13, *Noise*, of this EIR. Additionally, because there would be no construction activities or long-term operations including traffic under the "No Project" Alternative, the "No Project" Alternative would avoid the Project's less than significant impacts due to groundborne vibration and noise during both construction and operation.

In addition, as discussed in Section 4.13, *Noise*, of this EIR, the Project site is located within the vicinity of the Jacqueline Cochran Regional Airport. However, the Project is located outside of the 65 A-weighted decibels (dBA) Community Noise Equivalent Level (CNEL) contour boundaries. Thus, neither the "No Project" Alternative nor the proposed Project would expose people residing or working in the Project area to airport-related excessive noise levels and no impact is expected. Neither the Project nor the "No Project" Alternative would result in exposing people residing or working in the Project area to airport-related excessive noise levels, although impacts would be reduced under the "No Project" Alternative in comparison to the Project because the "No Project" Alternative would not introduce any new residents or workers to the Project site.

Population and Housing

Neither the "No Project" Alternative nor the proposed Project would create new housing within the proposed Project area. Consequently, no population increase would occur under the "No Project" Alternative or the proposed Project. In addition, neither the "No Project" Alternative nor the proposed Project would displace any existing people or housing, since the proposed Project site is currently undeveloped and vacant. Section 4.14, *Population and Housing*, of this EIR, concluded that a less than significant impact would occur with Project implementation since there is no housing proposed for the Project site and potential increases in the City's population and housing needs generated by the proposed Project would be accommodated by the anticipated increase in housing units elsewhere in the City. However, the "No Project" Alternative would result in no impact relative to population and housing since no additional employees would be created. In addition, the existing land use and zoning designations on

the site do not include residential uses, so the lack of any development on the project site would have no impact on the production of housing in the City.

Public Services

Under the "No Project" Alternative, there would be no new development on the proposed Project site. Therefore, this alternative would not result in any physical impacts associated with new or altered governmental facilities associated with fire protection, police protection, schools, parks or other public facilities. As discussed in Section 4.15, *Public Services*, of this EIR, pursuant to Coachella Municipal Code Chapter 4.45, *Development Impact Fees*, the City collects the Development Impact Fees (DIF) for public facilities in order to mitigate environmental impacts derived from projects. The DIF is the property owner's fair share of the estimated cost to construct additional facilities to serve a project. The DIF also requires developer fees for public safety capital improvement facilities. Therefore, implementation of the proposed Project would result in a less than significant impact relative to the need for new or altered facilities , with payment of applicable DIF. These fees would not be paid under the "No Project" Alternative; however, since no development would occur under this alternative, the public services impacts would be reduced as compared to the proposed Project.

Recreation

Under the "No Project" Alternative, there would be no new development on the proposed Project site. Therefore, this alternative would not have the potential to increase the use of existing neighborhood and regional recreational facilities or require the construction of new recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated, nor would it include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment. As such, no impact would occur to recreational facilities under this alternative. Since no development would occur under this alternative, impacts relative to recreational facilities would be reduced as compared to the proposed Project.

Transportation

Because no development would occur under the "No Project" Alternative, this alternative would avoid the Project's significant but mitigable impacts associated with consistency with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. In addition, because no new traffic would be generated under the "No Project" Alternative, this alternative would not add any vehicles to the transportation network and would avoid the Project's significant and unavoidable VMT impact. Additionally, there would be no new land uses introduced on-site under the "No Project" Alternative, nor would the "No Project" Alternative result in any changes to existing circulation facilities; thus, the "No Project" Alternative would avoid the Project's less than significant impacts due transportation design features. However, it should be noted that the recommended roadway improvements—the addition of lanes and intersection signalization on adjacent roadways—as discussed in Section 4.17, *Transportation*, of this EIR, would also not be implemented. Finally, because there would be no development on-site under the "No Project" Alternative, this alternative would avoid the Project's significant but mitigable impacts associated with emergency access.

Tribal Cultural Resources

The "No Project" Alternative would leave the Project site in its existing condition. No grading or ground-disturbing activities would occur under the "No Project" Alternative and there would be no potential impacts to subsurface tribal cultural resources that may exist beneath the ground surface. As such, the "No Project" Alternative would completely avoid the Project's significant but mitigable impacts to tribal cultural resources, as discussed in Section 4.18, *Tribal Cultural Resources*, of this EIR.

Utilities and Service Systems

No new development would occur on-site under the "No Project" Alternative. As such, this alternative would completely avoid the Project's less than significant impacts due to the construction or expansion of water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, as discussed in Section 4.19, *Utilities and Service Systems*, of this EIR. In addition, the "No Project" Alternative would not result in any increases in demand for potable water, and therefore would completely avoid the Project's less than significant impacts to water supply. Similarly, because there would be no new development on-site, the "No Project" Alternative would not result in the generation of wastewater requiring treatment; thus, the "No Project" Alternative would completely avoid the Project's less than significant impacts due to wastewater conveyance and treatment capacity. Likewise, the "No Project" Alternative would not result in the generation of any solid waste requiring disposal at area landfills, and as such, this alternative would completely avoid the Project's less than significant impacts due to solid waste generation. The "No Project" Alternative also has no potential to conflict with federal, State, and local management and reduction statutes and regulations related to solid waste; thus, this alternative would avoid the Project's less than significant impacts due to compliance with such statutes and regulations.

Wildfire

As discussed in Section 4.20, *Wildfire*, of this EIR, the proposed Project site is not located in or near state responsibility areas or lands classified as very high fire hazard severity zones. However, the proposed Project has a significant but mitigable potential to impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan. Therefore, the "No Project" Alternative would reduce the proposed Project's significant but mitigable impact in this regard, since no development would occur under the "No Project" Alternative. Neither the "No Project" Alternative nor the Project would require installation or maintenance of associated infrastructure that may exacerbate fire risk or result in impacts to the environment; therefore, no impact would occur under the "No Project" Alternative or the proposed Project, and the level of impact would be the same. Neither the "No Project" Alternative nor the proposed Project has the potential to exacerbate wildfire risks or expose project occupants to pollutant concentrations from a wildfire or to risk of a wildfire, or expose people or structures to significant risks as a result of wildfires, although the level of impact under the "No Project" Alternative would be reduced because the "No Project" Alternative would not result in the introduction of new residents, structures or workers to the Project site.

Conclusion

Implementation of the "No Project" Alternative would result in no physical environmental impacts beyond those that have historically occurred on the proposed Project site. Almost all effects of the proposed

Project would be avoided or lessened by the selection of the "No Project" Alternative, with exception of long-term erosion and sedimentation impacts and General Plan land use impacts, which would be increased under this alternative. Because this alternative would avoid most of the Project's less than significant or significant but mitigable impacts, it warrants consideration as the "environmentally superior alternative." However, pursuant to State CEQA Guidelines § 15126.6(e)(2), if a no project alternative is identified as the environmentally superior alternative, then the EIR shall also identify an environmentally superior alternative among the other alternatives.

The "No Project" Alternative would fail to meet all of the Project's objectives. Specifically, the "No Project" Alternative would fail to provide development of an underutilized site with existing arterial and roadway access. The "No Project" Alternative would not meet the Project's objective to contribute to an increase in the City of Coachella's fiscal health as envisioned under the 2035 General Plan Update, nor would the "No Project" Alternative promote development consistent with the City's 2035 General Plan Update. Consequently, the "No Project" Alternative would also not create new employment opportunities within the City of Coachella as identified under the City's 2035 General Plan Update. The "No Project" Alternative would not fund construction of additional IID electrical facilities to improve the electric grid and enhance reliability to this portion of the City of Coachella. Finally, the "No Project" Alternative would not meet the Project's objective of ensuring that the scale of the development respects its surroundings and existing land use patterns.

7.6 Alternative 2: "Heavy Industrial" Alternative

Description of the Alternative

The "Heavy Industrial" Alternative is not considered infeasible based on the criteria of project infeasibility provided in CEQA Guidelines Section 15126.6(c) (i.e., "site suitability, economic viability, availability of infrastructure, General Plan consistency, other plans or regulatory limitations, jurisdictional boundaries"). Therefore, the potential environmental impacts of implementation of this alternative are discussed below.

The "Heavy Industrial" Alternative is based on buildout of the Project site pursuant to its current designation as MH-Heavy Industrial under the City's Zoning Code and as an Industrial District under the City's General Plan. This alternative would develop the 42.36-acre site as one large distribution warehouse approximately 627,300 square feet in size, and a height of 50 feet, and an attached office of approximately 18,000 square feet in size, and a height of 28 feet, the maximum size that can be developed with the site constraints and current designation. The resulting total building area for this alternative would be 645,300 square feet, which is 20,800 square feet more than the proposed Project area of 624,500 square feet, representing a 3.2 percent building area increase. However, the total development acreage of 42.36 acres would be the same as the proposed Project.

As shown in Exhibit 7-1, *"Heavy Industrial" Alternative Site Plan*, the large warehouse would be located along the northern portion of the site, in close proximity to the proposed electric substation. The accompanying spaces for trailer parking and loading docks would be along the building's exterior, as well as vehicular parking areas situated in the southern portion of the Project site. All exterior lighting, landscaping and signage would be consistent with the City's zoning standards. Access for this Alternative would be provided by two driveways on Airport Boulevard at about the same locations as those proposed for the Project. The proposed IID substation facility on an approximate 5.6-acre portion of the site at its northern end would be developed as anticipated under the proposed Project. It should also be noted that

this alternative would result in a slightly higher rate of employee generation of 773 employees, whereas the proposed Project would generate 741 employees.

Table 7-1, *Comparison of Alternatives in Non-PCE Trips and No Pass-By Trips*, compares the trip generation data for non-passenger car equivalent (PCE) trips and no pass-by trips for the proposed Project, the "Heavy Industrial" Alternative, and the "Industrial Business Park – No Retail" Alternative. In addition, Table 7-2, *"Heavy Industrial" Alternative Trip Generation Summary*, shows a detailed trip generation comparison between the "Heavy Industrial" Alternative and the proposed Project. As shown, the trip generation is substantially less for the "Heavy Industrial" Alternative than the proposed Project. Specifically, the "Heavy Industrial" Alternative would generate 1,650 trips per day whereas the proposed Project would generate 4,282 trips per day, which is a difference of 2,632 trips. However, while the fleet mix for this alternative would include more intensive heavy-duty truck trip generation percentage-wise than the Project, this alternative's trip generation overall is less than the Project's.

The following discussion evaluates the potential environmental impacts associated with the "Heavy Industrial" Alternative, as compared to impacts from the proposed Project.

Exhibit 7-1: Alternative 1: "Heavy Industrial" Alternative Site Plan

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Table 7-1: Comparison of Alternatives in Non-PCE Trips and No Pass-By Trips

		Alternative 2		Alternative 3	
	Proposed Project	Heavy Industrial		Industrial Park – No Retail	
	Daily Trips	Daily Trips	Change	Daily Trips	Change
Passenger Cars (AM-69.2%; PM-78.3%; Daily-67.8%)	6,124	748	-88%	1,143	-81%
2-Axle Trucks (AM-5.14%; PM-3.62%; Daily-5.38%) (PCE = 1.5)	88	59	-33%	61	-30%
3-Axle Trucks (AM-6.38%; PM-4.49%; Daily-6.67%) (PCE = 2.0)	109	74	-33%	76	-30%
4+-Axle Trucks (AM-19.25%; PM-13.56%; Daily-20.13%) (PCE = 3.0)	330	222	-33%	230	-30%
Total	6,652	1,103	-83%	1697	-74%
Service Population (Employment)	741	773	11%	688	-1%

Table 7-2: Alternative 2: "Heavy Industrial" Alternative Trip Generation Summary

Land Use[1]	Intensity	Units[2]	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Warehousing[3,4]	645.3	TSF	84	26	110	32	84	116	1,103
Passenger Cars (AM-69.2%; PM-78.3%; Daily-67.8%)			58	18	76	25	66	91	748
2-Axle Trucks (AM-5.14%; PM-3.62%; Daily-5.38%) (PCE = 1.5)			6	2	8	2	5	7	89
3-Axle Trucks (AM-6.38%; PM-4.49%; Daily-6.67%) (PCE = 2.0)			11	3	14	3	8	11	147
4+-Axle Trucks (AM-19.25%; PM-13.56%; Daily-20.13%) (PCE = 3.0)			49	15	64	13	34	47	666
Alternative 2 Total			***124***	***38***	***162***	***43***	***113***	***156***	***1,650***
Project Total			***278***	***118***	***396***	***114***	***241***	***355***	***4,282***
Difference			***-154***	***-80***	***-234***	***-71***	***-128***	***-199***	***-2,632***
Employees									***773***

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Impact Comparison to the Proposed Project

Aesthetics

As discussed in Section 4.1, *Aesthetics*, of the EIR, current views into the Project site from SR 86 to the east and Airport Boulevard to the south, are primarily of open vacant land on site as well as very distant views of surrounding mountains. However, these mountain ranges are over two (2) miles to the east and more than nine (9) miles to the west of the site and these scenic vistas form a distant background to the site. As such, the Project site does not contain any unique aesthetic resources, nor does it serve as a prominent scenic vista. Since the Project site is currently vacant, there are no present sources of daytime/nighttime light or glare on the site.

Both the proposed Project and the "Heavy Industrial" Alternative would have significant but mitigable short-term visual impacts associated with grading and construction activities. The proposed IID substation facility on an approximate 5.6-acre portion of the site at its northern end would be developed as anticipated under the proposed Project. This alternative would also be subject to the same construction-related mitigation measures as the proposed Project, as discussed in Section 4.1, *Aesthetics*, of the EIR. As such, construction-related impacts to light and glare would be similar to the proposed Project.

The "Heavy Industrial" Alternative is based on buildout of the Project site pursuant to its current designation as MH-Heavy Industrial under the City's Zoning Code and as an Industrial District under the City's General Plan. Therefore, similar to the proposed Project, this alternative would have a similar potential as the Project to substantially degrade the existing visual character or quality of public views of the site and its surroundings. However, as this Alternative would result in one large, more bulky-appearing building, as compared to multiple smaller buildings as proposed by the Project, this Alternative could have a slightly greater effect on the existing visual character or quality of public views of the site and its surroundings.

On the other hand, the selection of this alternative could result in a reduced impact from the introduction of light and glare sources because one large, more bulky-appearing building would have less lighting as compared to multiple smaller buildings as proposed by the Project. Overall, this alternative would have an equal level of aesthetic impacts when compared to the proposed Project's less than significant operational aesthetic impacts.

Agricultural and Forestry Resources

The agricultural and forestry resource impact analysis for the proposed Project in Section 4.2, *Agricultural and Forestry Resources*, of this EIR, concluded that no impact would occur with Project implementation to agricultural and forestry resources, since no such resources occur in the Project area. Similarly, implementation of the "Heavy Industrial" Alternative would result in no impact in this regard, since this alternative involves the same site as the proposed Project.

Air Quality

Under the "Heavy Industrial" Alternative, the construction schedule would be more intense than would occur under the proposed Project because the one large building would result in the entire site being under simultaneous construction in a more condensed construction schedule, whereas the proposed Project would construct multiple buildings spread out over three separate phases. As such, it can be

expected that average daily emissions during construction activities on the Project site would likely be increased as compared to the Project's average daily emissions because the construction emissions for the proposed Project would be spread over a longer time period.

The resulting total building area for this alternative would be 645,300 square feet, which is 20,800 square feet more than the proposed Project area of 624,500 square feet, representing a 3.2 percent building area increase. The proposed IID substation facility on an approximate 5.6-acre portion of the site at its northern end would be developed as anticipated under the proposed Project. The fleet mix for this alternative would include more intensive heavy-duty truck trip generation percentage-wise than the Project. Even though this alternative would include a higher proportion of heavy truck trips than the proposed Project, this alternative's trip generation overall is less than the Project's, which would likely result in fewer mobile source emissions. As such, mobile source operational air quality impacts would likely be decreased as compared to the proposed Project's operational impacts. As with the proposed Project, the impacts under this alternative would be less than significant with mitigation incorporated.

Both the proposed Project and the "Heavy Industrial" Alternative would have the same potential for exposing sensitive receptors to substantial pollutant concentrations since this alternative involves the same site as the proposed Project. Therefore, this alternative would not avoid or reduce the Project's less than significant localized air quality impacts. Furthermore, both the proposed Project and this alternative would have less than significant impacts due to other emissions (such as those leading to odors) that could affect a substantial number of people.

Biological Resources

The "Heavy Industrial" Alternative would still result in the same ground disturbance as the proposed Project. As a result, the "Heavy Industrial" Alternative would involve the same mitigated less than significant impacts to special status plant, wildlife species, sensitive vegetation communities, and federally protected wetlands as the Proposed Project, as identified in Section 4.4, *Biological Resources*, of this EIR. The "Heavy Industrial" Alternative would result in the same impacts as the Project, including to the proposed IID substation facility on an approximate 5.6-acre portion of the site at its northern end, which would be reduced to less than significant levels through compliance with Mitigation Measures BIO-1 through BIO-9, as identified in Section 4.4, *Biological Resources*, of this EIR, for the proposed Project. As a result, the "Heavy Industrial" Alternative would have the same impacts to biological resources as the proposed Project.

Cultural Resources

The "Heavy Industrial" Alternative would develop the same site as the proposed Project and would result in identical impacts to cultural resources as the proposed Project, including the proposed IID substation facility on an approximate 5.6-acre portion of the site at its northern end, as discussed in Section 4.5, *Cultural Resources*, of this EIR. This alternative would be subject to the same mitigation as the proposed Project (Mitigation Measures CUL-1 and CUL-2) to reduce potentially significant impacts to cultural resources. After mitigation, both the "Heavy Industrial" Alternative and the proposed Project would result in less than significant impacts to cultural resources.

Energy

As discussed previously, the "Heavy Industrial" Alternative represents a 3.2 percent building area increase over the proposed Project; therefore, this alternative is expected to require incrementally more energy to construct and operate than the Project. The proposed IID substation facility on an approximate 5.6-acre portion of the site at its northern end would be developed as anticipated under the proposed Project, and energy needs of this Project component are projected to be essentially the same with the alternative. This alternative would be subject to Mitigation Measure GHG-1 that would be implemented in order to comply with the City's Climate Action Plan (CAP) as the proposed Project, as discussed in Section 4.6, *Energy*, of this EIR, to reduce potentially significant impacts to energy resources. As such, the "Heavy Industrial" Alternative would result in a less than significant impact, which is the same conclusion drawn for the proposed Project.

Geology and Soils

The "Heavy Industrial" Alternative would disturb the same physical area as the proposed Project and would, therefore, have the same potential for impacts related to seismic events. Similarly, this alternative would have the same potential related to soil erosion impacts during the construction phase as the proposed Project, although the timing of construction would vary with fewer phases. Soil erosion impacts would be less than significant under both the proposed Project and the "Heavy Industrial" Alternative due to mandatory compliance with federal, State, and local water quality standards. The "Heavy Industrial" Alternative would be required to comply with the same mandatory regulatory requirements and mitigation measures as the proposed Project to preclude substantial hazards associated with seismic ground shaking and geologic hazards. Therefore, this alternative would result in a similar, less than significant impact to geology and soils as the Project.

The "Heavy Industrial" Alternative would develop the same site as the proposed Project, including to the proposed IID substation facility on an approximate 5.6-acre portion of the site at its northern end, and would result in identical impacts to paleontological resources as the proposed Project. This alternative would require the same mitigation as the proposed Project, as discussed in Section 4.7, *Geology and Soils*, of this EIR (Mitigation Measure GEO-3). After mitigation, both the "Heavy Industrial" Alternative and the proposed Project would result in less than significant impacts to paleontological resources.

Greenhouse Gas Emissions

Section 4.8, *Greenhouse Gas Emissions*, of this EIR, concluded that the proposed Project-related significant GHG emissions impacts would be reduced with implementation of Mitigation Measure GHG-1 that would be implemented in order to comply with the City's CAP, and would not impede statewide 2030 and 2050 GHG emission reduction targets. The mitigation measure specifies project-specific improvements that are required to be incorporated into the Project site plans to ensure consistency with adopted statewide plans and programs that are in effect at the time the building permits are issued. This measure would be applicable to all development activities and design regardless of which alternative is selected.

Similar to the proposed Project, this alternative would be required to conduct a consistency analysis with the City's CAP and comply with all applicable standards presented in the CAP Development Review Checklist. Therefore, the "Heavy Industrial" Alternative would result in a less than significant GHG impact, which is the same conclusion drawn for the proposed Project.

Hazards and Hazardous Materials

While the proposed Project includes some different commercial/retail uses that the "Heavy Industrial" Alternative would not include, the Project is also comprised of small and large warehouse uses which are expected to involve similar uses as the "Heavy Industrial" Alternative. As such, this alternative is expected to attract similar types of building occupants as the warehouse component of the proposed Project, and the potential for hazards and hazardous materials would be similar to the proposed Project. Potential construction-related hazards and hazardous materials impacts would also be very similar. Neither implementation of the "Heavy Industrial" Alternative nor the Project would result in a significant impact related to hazards or hazardous materials. With mandatory regulatory compliance, both the "Heavy Industrial" Alternative and the proposed Project would pose a less than significant hazard to the public or the environment related to the use, handling, storage, and/or transport of hazardous materials.

The proposed Project site is located approximately 1.5 miles northeast of the Jacqueline Cochran Regional Airport. However, the proposed Project site lies outside the areas subject to average noise levels greater than 55 CNEL; as such, airport noise at the site would not exceed City standards and no measures to mitigate aircraft-generated noise are required. In addition, as discussed in Section 4.9, *Hazards and Hazardous Materials*, of this EIR, the Riverside County ALUC Development Review for the proposed Project was conducted in August 2020 and concluded that the proposed Project would be consistent with the Airport Land Use Compatibility Plan upon adherence to certain conditions of approval. Therefore, airport-related impacts under the proposed Project would be less than significant. Since the "Heavy Industrial" Alternative would be developed on the same site as the proposed Project with similar uses and intensity, this impact would be similar to the proposed Project and substantially similar conditions of approval would be required. Consequently, a less than significant airport-related hazards impact would occur under this alternative.

Hydrology and Water Quality

Neither the proposed Project nor the "Heavy Industrial" Alternative would result in substantial alterations to the drainage pattern of the Project site or would result in substantial erosion. Accordingly, implementation of the Project and this alternative would result in less than significant impacts to existing drainage patterns. During construction, potential hydrology and water quality effects on the Project site would be similar under this alternative due to this alternative disturbing the same physical area as the proposed Project, including the proposed IID substation facility on an approximate 5.6-acre portion of the site at its northern end. Like the Project, the "Heavy Industrial" Alternative would be required to implement a Stormwater Pollution Prevention Plan (SWPPP) to ensure that stormwater runoff during construction does not contain substantial pollutant concentrations. Both the Project and this alternative would result in less than significant construction impacts to hydrology and water quality.

Relative to water demand in relation to groundwater supplies, the "Heavy Industrial" Alternative would not include the more water-intensive commercial/retail uses and would therefore result in a lesser impact than the Project. As such, given that the water supply assessment (WSA) for the Project demonstrated sufficient supply, this alternative would also benefit from sufficient water supply. In addition, this alternative would be subject to the locally adopted water-efficient landscape ordinance.

As discussed in Section 4.10, *Hydrology and Water Quality,* of this EIR, no stormwater runoff would be released from the Project boundary under design conditions and the proposed Project would be required

to collect and store 100 percent of the runoff generated during the 100-year storm event on-site per City drainage standards. The Project's proposed stormwater and drainage improvements have been designed in accordance with FEMA and City requirements. Therefore, neither the "Heavy Industrial" Alternative nor the proposed Project would result in impacts due to increased runoff leading to flooding, or due to runoff that could exceed the capacity of existing or planned stormwater drainage systems. In addition, since this alternative would be designed to capture all runoff generated on the developed portions of the site, the level of impacts would be the same as the proposed Project. Similarly, impacts associated with impeding or redirecting flood flows would not be significant under the "Heavy Industrial" Alternative or proposed Project, and the level of impact would be the same.

Neither the proposed Project nor the "Heavy Industrial" Alternative would be subject to inundation due to flood hazards, tsunamis, or seiches due to the distances between the site and areas that are susceptible to these hazards; thus, no impact would occur, and the level of impact would be similar. Since development under the "Heavy Industrial" Alternative would occur on the same physical area as the proposed Project, and would be required to comply with all established regulations, this alternative would also have less than significant impacts due to a conflict with a water quality control plan or sustainable groundwater management plan.

Land Use and Planning

The "Heavy Industrial" Alternative would involve only a site plan review and would not include the same entitlements described for the proposed Project in Section 4.11, *Land Use and Planning*. The land use and planning impact analysis for the proposed Project in Section 4.11, *Land Use and Planning*, of this EIR, concluded that no impact would occur with proposed Project implementation relative to the physical division of an established community because the site is vacant. Similarly, implementation of the "Heavy Industrial" Alternative would result in no impact in this regard. In addition, the proposed Project would result in a less than significant land use impact since it would not conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. Specifically, the proposed Project would not conflict with the underlying General Plan land use designation of Industrial, since the proposed Project includes a zone change from Heavy Manufacturing to MS - Manufacturing Service and C-G - General Commercial. Since the "Heavy Industrial" Alternative is already consistent with the existing Heavy Manufacturing land use and zoning designations, this alternative would therefore have no impact in this regard. Therefore, land use and planning impacts of this alternative would be less than those of the proposed Project.

Mineral Resources

The mineral resources impact analysis for the proposed Project in Section 4.12, *Mineral Resources*, of this EIR, concluded that no impact would occur with Project implementation to mineral resources, since no such resources occur in the Project area. Similarly, implementation of the "Heavy Industrial" Alternative would result in no impact in this regard, since this alternative involves the same site as the proposed Project.

Noise

Noise associated with the "Heavy Industrial" Alternative would occur during short-term construction activities and under long-term operation. Although the "Heavy Industrial" Alternative would result in a

higher total building square footage than the proposed Project, this alternative would still result in similar ground disturbance as the proposed Project. The types of daily construction activities conducted on the Project site would be similar to those of the Project under this alternative. However, the construction schedule would be shorter than under the proposed Project because the one large building would result in the entire site being under simultaneous construction, whereas the proposed Project would construct multiple buildings over several, separate phases and over a span of several years. Therefore, it is anticipated that the total duration of noise impacts during the building construction phase would be shorter under this alternative as compared to the proposed Project. In addition, this alternative would be subject to the same construction-related noise mitigation measures as the proposed Project (Mitigation Measure NOI-1) as discussed in Section 4.13, *Noise*, of this EIR. Therefore, similar mitigable impacts would occur due to construction-related noise under this alternative, but the impact of construction noise would be shorter than that of the proposed Project.

Under long-term operational conditions, noise impacts from operations on the Project site (i.e., stationary noise) would be similar and less than significant relative to the proposed Project due to relatively similar exterior operational practices (i.e., cargo loading/unloading activities) on the Project site. Operational off-site roadway noise contributions under this alternative would be less because of the lower trip generation as discussed above, but would remain less than significant, as would occur under the proposed Project.

In addition, as discussed in Section 4.13, *Noise*, of this EIR, the Project site is located within the vicinity of the Jacqueline Cochran Regional Airport. However, the Project is located outside of the 65 dBA CNEL contour boundaries. Thus, neither the "Heavy Industrial" Alternative nor the proposed Project would expose people residing or working in the Project area to airport-related excessive noise levels and no impact is expected under either scenario.

Population and Housing

Neither the "Heavy Industrial" Alternative nor the proposed Project would create new housing within the proposed Project area. Consequently, no population increase would occur as a result of residential development under this alternative or the proposed Project. In addition, neither the "Heavy Industrial" Alternative nor the proposed Project would displace any existing people or housing, since the proposed Project site is currently undeveloped and vacant.

As discussed in Section 4.14, *Population and Housing*, of this EIR, the proposed Project would generate approximately 741 new employment opportunities in the City. The "Heavy Industrial" Alternative would result in a 4.3% increase in employee generation (773 employees) than the proposed Project. However, the additional 32 employees under the "Heavy Industrial" Alternative would not be considered substantial. While it is likely that many of the Project employees would be drawn from existing residents of the City of Coachella and surrounding communities, there is the potential for the Project to draw new employees to the area that could increase the need for housing; however, the City's 6th Cycle Housing Element also estimates that with its existing and planned future residential development, the City would have a surplus of 3,225 housing units by 2029. Therefore, any potential increases in the City's population and therefore housing needs generated by the "Heavy Industrial" Alternative or the proposed Project would be accommodated by the anticipated housing units in the City. Impacts under the "Heavy Industrial" Alternative and the proposed Project would therefore be less than significant.

Public Services

Neither the "Heavy Industrial" Alternative nor the proposed Project would result in any physical impacts associated with new or altered governmental facilities associated with fire protection, police protection, schools, parks or other public facilities. Payment of the applicable Developer Impact Fees (DIF) would be required under both build scenarios. Therefore, the same less than significant impacts would occur relative to public services under both the "Heavy Industrial" Alternative and the proposed Project.

Recreation

As discussed in Section 4.16, *Recreation*, of this EIR, implementation of the proposed Project would result in a less than significant impact relative to the need for new recreational facilities, with payment of applicable DIF Fees in accordance with Coachella Municipal Code Section 4.45, *Development Impact Fees*. Impacts relative to recreational facilities would be similar to the proposed Project because they would generate a substantially similar number of employees but no on-site residents. Therefore, this alternative would not have the potential to significantly increase the use of existing neighborhood and regional facilities or require the construction of new recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated, nor would it include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment. As such, a less than significant impact would occur to recreational facilities under this alternative, as well as the proposed Project.

Transportation

Similar to the proposed Project, the "Heavy Industrial" Alternative would not conflict with applicable programs, plans, ordinances or policies addressing the circulation system, nor would it result in inadequate emergency access during operations and operational impacts would be less than significant. Both the Project and the "Heavy Industrial" Alternative have the potential to result in significant impacts in these topical areas during construction. However, this alternative would be subject to the same construction-related mitigation measures as the proposed Project, as discussed in Section 4.17, *Transportation*, of this EIR (Mitigation Measures TRA-1 and TRA-2). As with the proposed Project, the impacts under this alternative would remain less than significant with mitigation incorporated.

Similar to the proposed Project, the "Heavy Industrial" Alternative would not create hazards through design. Roadway improvements on the site under both the Project and the "Heavy Industrial" Alternative would be designed and constructed to satisfy the City of Coachella Improvement Standards and Specifications and the Standard Specifications for Public Works Construction, and Caltrans requirements (Highway Design Manual Index 405.2(2)(e)) for street widths, corner radii, intersection control, as well as incorporate design standards tailored specifically to project access requirements that would result in the safe and efficient flow of traffic. Moreover, all internal roadways would access the site within established roadway geometric features and standards. Construction and operational impacts under this alternative would be less than significant, which is the same conclusion drawn for the Project.

Regarding VMT impacts, as shown in Table 7-2 above, the trip generation is substantially less for the "Heavy Industrial" Alternative than the proposed Project. Specifically, the "Heavy Industrial" Alternative would generate 1,650 trips per day whereas the proposed Project would generate 4,282 trips per day, which is a difference of 2,632 trips. However, while this alternative's trip generation is less than the

Project's, the fleet mix for this alternative would include more intensive heavy-duty truck trip generation, with a much greater likelihood of long-haul truck trips. While this alternative could result in a potentially higher VMT than the Project, it is too speculative to try to quantify this difference without knowing the end users of both the proposed Project and the "Heavy Industrial" Alternative. However, given the number of daily trips and the high likelihood of long haul trips under the "Heavy Industry" Alternative, it is safe to conclude that this alternative would not avoid or substantially reduce the Project's significant and unavoidable VMT impacts.

Tribal Cultural Resources

The "Heavy Industrial" Alternative would still result in the same ground disturbance as the proposed Project including to the proposed IID substation facility on an approximate 5.6-acre portion of the site at its northern end. As such, the "Heavy Industrial" Alternative would have the same significant but mitigable impacts to tribal cultural resources, as discussed in Section 4.18, *Tribal Cultural Resources*, of this EIR. This alternative would require the same mitigation as the proposed Project and, after mitigation, both the "Heavy Industrial" Alternative and the proposed Project would result in less than significant potential impacts to tribal cultural resources.

Utilities and Service Systems

The "Heavy Industrial" Alternative would be expected to have a lesser demand for certain utilities and services systems since the more water-intensive commercial/retail uses would be omitted under this alternative, including water demand and solid waste collection and disposal, as compared to the proposed Project, as discussed in Section 4.19, *Utilities and Service Systems*, of this EIR. As with the proposed Project, the "Heavy Industrial" Alternative is expected to result in a less than significant impact to wastewater and storm water drainage service/facilities since development would occur on the same site.

Wildfire

As discussed in Section 4.20, *Wildfire*, of this EIR, the proposed Project site is not located in or near state responsibility areas or lands classified as very high fire hazard severity zones. However, the proposed Project has a significant but mitigable potential to impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan. Therefore, the "Heavy Industrial" Alternative would have the same significant but mitigable impact in this regard as the proposed Project, since it involves the same site and would be subject to the same mitigation measures (Mitigation Measures TRA-1 and TRA-2). Neither the "Heavy Industrial" Alternative nor the proposed Project would require installation or maintenance of associated infrastructure that may exacerbate fire risk or result in impacts to the environment; therefore, no impact would occur under this alternative or the proposed Project, and the level of impact would be the same. Although development under both the proposed Project and the "Heavy Industrial" Alternative would require development of infrastructure relative to power, water, sewer, stormwater drainage and an internal roadway system, such improvements are required for urban development, not for wildfire risk, and would decrease fire risks relative to existing conditions. Therefore, neither the "Heavy Industrial" Alternative nor the proposed Project has the potential to exacerbate wildfire risks or expose project occupants to pollutant concentrations from a wildfire or to risk of a wildfire, or expose people or structures to significant risks as a result of wildfires.

Conclusion

The "Heavy Industrial" Alternative would generate the highest number of employees of all the alternatives with 773 new employees, whereas the "Industrial Business Park – No Retail" Alternative would result in the fewest number of employees with 688 new employees. The proposed Project would result in 741 new employees. In addition, this alternative would generate substantially fewer daily trips, although this alternative could result in a potentially higher VMT than the Project due to the likelihood of a high concentration of long-haul trips. Most other impacts from the "Heavy Industrial" Alternative would be similar to the proposed Project since this alternative involves the same 42.36-acre development area as the proposed Project and 5.6 acre proposed IID substation facility. However, some impacts were determined to be more substantial than the proposed Project since this alternative's construction schedule would be more intense than would occur under the proposed Project (because the one large building would result in the entire site being under simultaneous construction), whereas the proposed Project would construct multiple buildings over several phases.

The "Heavy Industrial" Alternative would meet all of the proposed Project's objectives; however, one objective would not be met to the same degree as the proposed Project. This alternative would meet the objective to contribute to an increase in the City of Coachella's fiscal health as envisioned under the 2035 General Plan Update; however, not to the same extent that the proposed Project would. Since this alternative proposes only warehouse uses and would not include any commercial/retail uses, it would not attract quick service restaurant and gas station/convenience store users that would generate substantial sales tax revenue to the City. Accordingly, the resulting sales tax revenues to the City from these uses would not be realized under this Alternative, nor would it provide these amenities to existing residents or travelers on SR 86. Although the employee generation of this alternative is slightly higher than the Project's, the additional 32 employees under the "Heavy Industrial" Alternative would not be considered to be a substantial increase.

7.7 Alternative 3: "Industrial Business Park – No Retail" Alternative

Description of the Alternative

The "Industrial Business Park – No Retail" Alternative is not considered infeasible based on the criteria of project infeasibility provided in CEQA Guidelines Section 15126.6(c) (i.e., "site suitability, economic viability, availability of infrastructure, General Plan consistency, other plans or regulatory limitations, jurisdictional boundaries"). Therefore, the potential environmental impacts of implementation of this alternative are discussed below.

The "Industrial Business Park – No Retail" Alternative would develop the Project site as a mixed industrial business park facility with some storage uses on 42.36 acres of the site but without any retail development. The resulting total building area for this alternative would be 629,000 square feet, which is 4,500 square feet more than the proposed Project building area of 624,500 square feet, representing a nominal 0.7 percent building area increase. Similar to both the proposed Project and the "Heavy Industrial" Alternative, the total development acreage would be 42.36 acres.

The Project site's zoning would still be consistent with MH-Heavy Industrial Zone. The project components proposed under this alternative would include four (4) large warehouse structures (233,100 square feet total); 11 small warehouses (96,000 square feet total); four (4) personal vehicle storage structures (76,800 square feet total); 17 self-storage buildings (134,125 square feet total); and 21 small business centers

(81,000 square feet total). The Service Station/Mini Mart and Restaurant and Drive-through Facility uses would be omitted from this alternative.

As shown in Exhibit 7-2, *"Industrial Business Park – No Retail" Alternative Site Plan*, parking for all of the proposed uses would be distributed throughout the site, along with lighting, signage and landscaping. Building heights would be uniform at 28 feet high among all of the uses, with the exception of the small warehouse at 32 feet high and large warehouse at 50 feet high, which would be up to 10 to 20 feet higher. Access for this alternative would be provided by two driveways on Airport Boulevard. The proposed IID substation facility on an approximate 5.6-acre portion of the site at its northern end would be developed as anticipated under the proposed Project.

Table 7-1, *Comparison of Alternatives in Non-PCE Trips and No Pass-By Trips*, (above) compares the trip generation data for non-passenger car equivalent (PCE) trips and no pass-by trips for the proposed Project, the "Heavy Industrial" Alternative, and the "Industrial Business Park – No Retail" Alternative.

In addition, Table 7-3, *"Industrial Business Park – No Retail" Alternative Trip Generation Summary*, shows a detailed trip generation comparison between the "Industrial Business Park – No Retail" Alternative and the proposed Project. As shown, the trip generation is substantially less for the "Industrial Business Park – No Retail" Alternative than the proposed Project. Specifically, the "Industrial Business Park – No Retail" Alternative would generate 2,708 trips per day whereas the proposed Project would generate 4,282 trips per day, which is a difference of 1,574 trips. The fleet mix for this alternative would include more intensive heavy-duty truck trip generation percentage-wise than the Project; however, this alternative's trip generation overall is less than the Project's. It should also be noted that this alternative would result in a lower rate of employee generation (688 employees) as compared to the proposed Project (741 employees).

The following discussion evaluates the potential environmental impacts associated with the "Industrial Business Park – No Retail" Alternative, as compared to impacts from the proposed Project.

Exhibit 7-2: Alternative 3: "Industrial Business Park – No Retail" Alternative Site Plan

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Table 7-3: Alternative 3: "Industrial Business Park – No Retail" Alternative Trip Generation Summary

Land Use[1]	Intensity	Units[2]	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Mini-Warehouse	128.6	TSF	6	5	11	9	10	19	186
Industrial Park[3,4]	500.4	TSF	140	20	170	35	135	170	1,143
Passenger Cars (AM-69.2%; PM-78.3%; Daily-67.8%)			97	21	118	27	106	133	1,143
2-Axle Trucks (AM-5.14%; PM-3.62%; Daily-5.38%) (PCE = 1.5)			11	2	13	2	7	9	136
3-Axle Trucks (AM-6.38%; PM-4.49%; Daily-6.67%) (PCE = 2.0)			18	4	22	3	12	15	225
4+-Axle Trucks (AM-19.25%; PM-13.56%; Daily-20.13%) (PCE = 3.0)			81	17	98	14	55	69	1,018
Subtotal			207	44	251	46	180	226	2,552
Alternative 3 Total			***213***	***49***	***262***	***55***	***190***	***245***	***2,708***
Project Total			***278***	***118***	***396***	***114***	***241***	***355***	***4,282***
Difference			***-65***	***-69***	***-134***	***-59***	***-151***	***-110***	***-1,574***
Employees									***688***

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Impact Comparison to the Proposed Project

Aesthetics

As discussed in Section 4.1, *Aesthetics*, of the EIR, current views into the Project site from SR 86 to the east and Airport Boulevard to the south, are primarily of open vacant land on site as well as distant views of surrounding mountains. However, these mountain ranges are over two (2) miles to the east and more than nine (9) miles to the west of the site and these scenic vistas form a distant background to the site. As such, the Project site does not contain any unique aesthetic resources, nor does it serve as a prominent scenic vista. Since the Project site is currently vacant, there are no present sources of daytime/nighttime light or glare on the site.

Both the Proposed Project and the "Industrial Business Park – No Retail" Alternative would have significant but mitigable short-term visual impacts associated with grading and construction activities. Although this alternative would result in slightly more building area than the proposed Project, construction-related impacts to visual character/quality would be similar to the proposed Project as the 42.36-acre development area and approximate 5.6-acre proposed IID substation facility are the same. Relative to light and glare impacts, this alternative would also be subject to the same construction-related mitigation measures as the proposed Project, as discussed in Section 4.1, *Aesthetics*, of the EIR.

Under the "Industrial Business Park – No Retail" Alternative, the long-term visual character of the Project site and its surroundings would be altered to a similar degree as the proposed Project since this alternative also proposes the development of multiple buildings and an IID substation facility on-site. Under this alternative, the industrial business park buildings would continue to be the predominant view of and across the site. As a result, this alternative would have similar less than significant impacts to scenic resources as the proposed Project. Additionally, the industrial business park development, including its infrastructure improvements, would be designed similarly under both scenarios. As such, the visual character and quality of the industrial business park development would be similar to the proposed Project. Because the building materials used in construction of this alternative would be similar to those of the proposed Project, and because all development would be required to comply with applicable lighting standards, impacts to lighting and glare would be similar to the proposed Project.

Agricultural and Forestry Resources

The agricultural and forestry resource impact analysis for the proposed Project in Section 4.2, *Agricultural and Forestry Resources*, of this EIR, concluded that no impact would occur with Project implementation to agricultural and forestry resources, since no such resources occur in the Project area. Similarly, implementation of the "Industrial Business Park – No Retail" Alternative would result in no impact in this regard, since this alternative involves the same site as the proposed Project.

Air Quality

Under the "Industrial Business Park – No Retail" Alternative, the Project site would be developed with a mixed industrial business park facility on 42.36 acres of the site without any retail development. This alternative has only a slightly larger building development area of 4,500 square feet more than the proposed Project building area. The proposed IID substation facility on an approximate 5.6-acre portion of the site at its northern end would be developed as anticipated under the proposed Project. As such, construction impacts under this alternative are expected to be similar to those of the Project since multiple

buildings would be constructed over multiple phases under both the Project and this alternative. The construction duration and intensity of both the Project and the "Industrial Business Park – No Retail" Alternative would be less than that of the "Heavy Industrial" Alternative.

However, while the fleet mix for this alternative would include more intensive heavy-duty truck trip generation percentage-wise than the Project, this alternative's trip generation overall is less than the Project's, which would likely result in a reduced air quality impact as compared to the Project. As with the proposed Project, the impacts under this alternative would be less than significant with mitigation incorporated.

Both the proposed Project and the "Industrial Business Park – No Retail" Alternative would have the same potential for exposing sensitive receptors to substantial pollutant concentrations since this alternative involves the same site as the proposed Project. Therefore, this alternative would not avoid or reduce the Project's less than significant localized air quality impacts. Furthermore, both the proposed Project and this alternative would have less than significant impacts due to other emissions (such as those leading to odors) that could affect a substantial number of people.

Biological Resources

The "Industrial Business Park – No Retail" Alternative would result in the same ground disturbance as the proposed Project including to the proposed IID substation facility on an approximate 5.6-acre portion of the site at its northern end. As a result, the "Industrial Business Park – No Retail" Alternative would involve the same mitigated less than significant impacts to special status plant, wildlife species, sensitive vegetation communities, and federally protected wetlands as the proposed Project, as identified in Section 4.4, *Biological Resources*, of this EIR. The "Industrial Business Park – No Retail" Alternative would result in the same impacts as the Project, which would be reduced to less than significant through compliance with Mitigation Measures BIO-1 through BIO-9, as identified in Section 4.4, *Biological Resources*, of this EIR, for the proposed Project. As a result, the "Industrial Business Park – No Retail" Alternative would have the same impacts to biological resources as the proposed Project.

Cultural Resources

The "Industrial Business Park – No Retail" Alternative would develop the same site as the proposed Project, including to the proposed IID substation facility on an approximate 5.6-acre portion of the site at its northern end, and would result in identical impacts to cultural resources as the proposed Project, as discussed in Section 4.5, *Cultural Resources*, of this EIR. This alternative would require the same mitigation as the proposed Project (Mitigation Measures CUL-1 and CUL-2) to reduce potentially significant impacts to cultural resources. After mitigation, both the "Industrial Business Park – No Retail" Alternative and the proposed Project would result in less than significant impacts to cultural resources.

Energy

Like the proposed Project, development that would occur under the "Industrial Business Park – No Retail" Alternative would consume energy resources. The proposed IID substation facility on an approximate 5.6-acre portion of the site at its northern end would be developed as anticipated under the proposed Project, and energy needs of this Project component would be the same with the alternative. This alternative would be subject to Mitigation Measure GHG-1 that would be implemented in order to comply with the City's CAP, just as with the proposed Project as discussed in Section 4.6, *Energy*, of this EIR, to reduce

potentially significant impacts to energy resources. As such, the "Industrial Business Park – No Retail" Alternative would result in a less than significant impact, which is the same conclusion drawn for the proposed Project.

Geology and Soils

The "Industrial Business Park – No Retail" Alternative would disturb the same physical area as the proposed Project and would, therefore, have the same potential for impacts related to seismic events. Similarly, this alternative would have the same soil erosion impacts during the construction phase as the proposed Project. Soil erosion impacts would be less than significant under both the proposed Project and the "Industrial Business Park – No Retail" Alternative due to mandatory compliance with federal, State, and local water quality standards. The "Industrial Business Park – No Retail" Alternative would be required to comply with the same mandatory regulatory requirements and mitigation measures as the proposed Project to preclude substantial hazards associated with seismic ground shaking and geologic hazards. The "Industrial Business Park – No Retail" Alternative would result in the same, less than significant impact to geology and soils as the Project.

The "Industrial Business Park – No Retail" Alternative would develop the same site as the proposed Project and would result in identical impacts to paleontological resources as the proposed Project. This alternative would require the same mitigation as the proposed Project, as discussed in Section 4.7, *Geology and Soils*, of this EIR (Mitigation Measure GEO-3). After mitigation, both the "Industrial Business Park – No Retail" Alternative and the proposed Project would result in less than significant impacts to paleontological resources.

Greenhouse Gas Emissions

Section 4.8, *Greenhouse Gas Emissions*, of this EIR, concluded that the proposed Project-related significant GHG emissions impacts would be reduced with implementation of Mitigation Measure GHG-1 that would be implemented in order to comply with the City's CAP, and would not impede statewide 2030 and 2050 GHG emission reduction targets. The mitigation measure specifies project-specific improvements that are required to be incorporated into the Project site plans to ensure consistency with adopted statewide plans and programs that are in effect at the time the building permits are issued. This measure would be applicable to all development activities and design regardless of which alternative is selected.

Similar to the proposed Project, this alternative would be required to conduct a consistency analysis with the City's CAP and comply with all applicable standards presented in the CAP Development Review Checklist. Therefore, the "Industrial Business Park – No Retail" Alternative would result in a less than significant GHG, which is the same conclusion drawn for the Project.

Hazards and Hazardous Materials

Because the "Industrial Business Park – No Retail" Alternative would attract the same types of building occupants as the proposed Project, the potential for hazards and hazardous materials would be similar to the proposed Project. Potential construction-related hazards and hazardous materials impacts would also be the same. Neither implementation of the "Industrial Business Park – No Retail" Alternative nor the Project would result in a significant impact related to hazards or hazardous materials. The building user(s) that would occur on-site under the "Industrial Business Park – No Retail" Alternative would have a similar potential to handle and store hazardous materials as the building user(s) under the proposed Project. With

mandatory regulatory compliance, both the "Industrial Business Park – No Retail" Alternative and the proposed Project would pose a less than significant hazard to the public or the environment related to the use, handling, storage, and/or transport of hazardous materials.

The proposed Project site is located approximately 1.5 miles northeast of the Jacqueline Cochran Regional Airport. However, the proposed Project site lies outside the areas subject to average noise levels greater than 55 CNEL; as such, airport noise at the site would not exceed City standards and no measures to mitigate aircraft-generated noise are required. In addition, as discussed in Section 4.9, *Hazards and Hazardous Materials*, of this EIR, the Riverside County ALUC Development Review for the proposed Project was conducted in August 2020 and concluded that the proposed Project would be consistent with the Airport Land Use Compatibility Plan upon adherence to certain conditions of approval. Because of the similarity in uses and layout to the proposed Project, those same conditions would apply to this alternative. Therefore, airport-related impacts under the proposed Project would be less than significant. Since the "Industrial Business Park – No Retail" Alternative would be developed on the same site as the proposed Project with similar uses and intensity, this impact would be similar to the proposed Project. Consequently, a less than significant airport-related hazards impact would occur under this alternative.

Hydrology and Water Quality

Neither the proposed Project nor the "Industrial Business Park – No Retail" Alternative would result in substantial alterations to the drainage pattern of the Project site or would result in substantial erosion effects. Accordingly, implementation of the Project and this alternative would both result in less than significant impacts to existing drainage patterns. During construction, potential hydrology and water quality effects on the Project site would be the same under this alternative due to this alternative disturbing the same physical area as the proposed Project, including to the proposed IID substation facility on an approximate 5.6-acre portion of the site at its northern end. Like the Project, the "Industrial Business Park – No Retail" Alternative would be required to implement a SWPPP to ensure that stormwater runoff during construction does not contain substantial pollutant concentrations. Both the Project and this alternative would result in less than significant construction impacts to hydrology and water quality.

Relative to water demand in relation to groundwater supplies, the "Industrial Business Park – No Retail" Alternative would not include the more water-intensive commercial/retail uses and would therefore result in a lesser impact than the Project. As such, given that the WSA for the Project demonstrated sufficient supply, this alternative would also benefit from sufficient water supply. In addition, this alternative would be subject to the locally adopted water-efficient landscape ordinance.

As discussed in Section 4.10, *Hydrology and Water Quality,* of this EIR, no stormwater runoff would be released from the Project boundary under design conditions and the proposed Project would be required to collect and store 100 percent of the runoff generated during the 100-year storm event on-site per City drainage standards. The Project's proposed stormwater and drainage improvements have been designed in accordance with FEMA and City requirements. Therefore, neither the "Industrial Business Park – No Retail" Alternative nor the Project would result in impacts due to increased runoff leading to flooding, or due to runoff that could exceed the capacity of existing or planned stormwater drainage systems. In addition, since the proposed Project is designed to capture all runoff generated on the developed portions of the site, and the same requirement would apply to this alternative, the level of impacts would be the same. Similarly, impacts associated with impeding or redirecting flood flows would not be significant under

the "Industrial Business Park – No Retail" Alternative or proposed Project, and the level of impact would be the same.

Neither the proposed Project nor the "Industrial Business Park – No Retail" Alternative would be subject to inundation due to flood hazards, tsunamis, or seiches due to the distances between the site and areas that are susceptible to these hazards; thus, no impact would occur, and the level of impact would be similar. Since development under the "Industrial Business Park – No Retail" Alternative would occur on the same physical area as the proposed Project, and would be required to comply with all established regulations, this alternative would also have less than significant impacts due to a conflict with a water quality control plan or sustainable groundwater management plan.

Land Use and Planning

The "Industrial Business Park – No Retail" Alternative would involve the same entitlements described for the proposed Project in Section 4.11, *Land Use and Planning*, of this EIR. The land use and planning impact analysis for the proposed Project in Section 4.11, *Land Use and Planning*, of this EIR, concluded that no impact would occur with proposed Project implementation relative to the physical division of an established community. Similarly, implementation of the "Industrial Business Park – No Retail" Alternative would result in no impact in this regard, since this alternative involves the same site as the proposed Project. In addition, the proposed Project would result in a less than significant land use impact since it would not conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. Specifically, the proposed Project would not conflict with the underlying General Plan land use designation of Industrial, since the proposed Project includes a zone change from Heavy Manufacturing to MS - Manufacturing Service and C-G - General Commercial. Implementation of the "Industrial Business Park – No Retail" Alternative would not require a zone change, and would therefore result in lesser land use impacts than the proposed Project.

Mineral Resources

The mineral resources impact analysis for the proposed Project in Section 4.12, *Mineral Resources*, of this EIR, concluded that no impact would occur with Project implementation to mineral resources, since no such resources occur in the Project area. Similarly, implementation of the "Industrial Business Park – No Retail" Alternative would result in no impact in this regard, since this alternative involves the same site as the proposed Project.

Noise

Noise associated with the "Industrial Business Park – No Retail" Alternative would occur during short-term construction activities and under long-term operation. This alternative would still result in the same ground disturbance as the proposed Project. The types of daily construction activities conducted on the Project site would be similar to those of the Project and would occur in multiple phases over multiple years under this alternative. Therefore, it is anticipated that the total duration of noise impacts during construction phase would be the same under this alternative as compared to the proposed Project and similar significant but mitigable impacts would occur due to construction-related noise.

Under long-term operational conditions, noise impacts from operations on the Project site (i.e., stationary noise) would be similar and less than significant relative to the proposed Project due to relatively similar exterior operational practices on the Project site. Operational off-site roadway noise contributions under

this alternative would be less because of the lower trip generation as discussed above, but would remain less than significant, as would occur under the proposed Project.

In addition, as discussed in Section 4.13, *Noise*, of this EIR, the Project site is located within the vicinity of the Jacqueline Cochran Regional Airport. However, the Project is located outside of the 65 dBA CNEL contour boundaries. Thus, neither the "Industrial Business Park – No Retail" Alternative nor the proposed Project would expose people residing or working in the Project area to airport-related excessive noise levels and no impact is expected.

Population and Housing

Neither the "Industrial Business Park – No Retail" Alternative nor the proposed Project would create new housing within the proposed Project area. Consequently, no population increase would occur under the "Industrial Business Park – No Retail" Alternative or the proposed Project. In addition, neither the "Industrial Business Park – No Retail" Alternative nor the proposed Project would displace any existing people or housing, since the proposed Project site is currently undeveloped and vacant. As discussed in Section 4.14, *Population and Housing*, of this EIR, the proposed Project would generate approximately 741 new employment opportunities in the City. The "Industrial Business Park – No Retail" Alternative would result in a lower rate of employee generation (688 employees) as the proposed Project. While it is likely that many of the Project employees would be drawn from existing residents of the City of Coachella and surrounding communities, there is the potential for the Project to draw new employees to the area that could increase the need for housing; however, the City's 6th Cycle Housing Element also estimates that with its existing and planned future residential development, the City would have a surplus of 3,225 housing units by 2029. Therefore, any potential increases in the City's population and therefore housing needs generated by the proposed Project would be accommodated by the anticipated housing units in the City. Impacts under the proposed Project would therefore be less than significant. Although the "Industrial Business Park – No Retail" Alternative generate approximately 7% fewer new employees as the proposed Project, this reduction is not expected to have a material effect on population or housing in the City, and therefore, this impact would be similar to the proposed Project.

Public Services

Neither the "Industrial Business Park – No Retail" Alternative nor the proposed Project would result in any physical impacts associated with new or altered governmental facilities associated with fire protection, police protection, schools, parks or other public facilities. Payment of the applicable DIF would be required under both build scenarios. Therefore, the same less than significant impacts would occur relative to public services under both the "Industrial Business Park – No Retail" Alternative and the proposed Project.

Recreation

As discussed in Section 4.16, *Recreation*, of this EIR, implementation of the proposed Project would result in a less than significant impact relative to the need for new recreational facilities, with payment of applicable DIF Fees in accordance with Coachella Municipal Code Section 4.45, *Development Impact Fees*. These fees would also be required to be paid under the "Industrial Business Park – No Retail" Alternative as well. As such, impacts relative to recreational facilities would be similar to the proposed Project. Therefore, this alternative would not have the potential to significantly increase the use of existing neighborhood and regional facilities or require the construction of new recreational facilities such that

substantial physical deterioration of the facility would occur or be accelerated, nor would it include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment. As such, a less than significant impact would occur to recreational facilities under this alternative, as well as the proposed Project.

Transportation

Similar to the proposed Project, the "Industrial Business Park – No Retail" Alternative would not conflict with applicable programs, plans, ordinances or policies addressing the circulation system, nor would it result in inadequate emergency access during operations and operational impacts would be less than significant. Both the Project and the "Industrial Business Park – No Retail" Alternative have the potential to result in significant impacts in these topical areas during construction. However, this alternative would be subject to the same construction-related mitigation measures as the proposed Project, as discussed in Section 4.17, *Transportation*, of this EIR (Mitigation Measures TRA-1 and TRA-2). As with the proposed Project, the impacts under this alternative would remain less than significant with mitigation incorporated.

Similar to the proposed Project, the "Industrial Business Park – No Retail" Alternative would not create hazards through design. Roadway improvements on the site under both the Project and the "Industrial Business Park – No Retail" Alternative would be designed and constructed to satisfy the City of Coachella Improvement Standards and Specifications and the Standards Specifications for Public Works Construction, and Caltrans requirements (Highway Design Manual Index 405.2(2)(e)) for street widths, corner radii, intersection control, as well as incorporate design standards tailored specifically to project access requirements that would result in the safe and efficient flow of traffic. Moreover, all internal roadways would access the site within established roadway geometric features and standards. Construction and operational impacts under this alternative would be less than significant, which is the same conclusion drawn for the Project.

Regarding VMT impacts, as shown in Table 7-3 above, the trip generation is substantially less for the "Industrial Business Park – No Retail" Alternative than the proposed Project. Specifically, the "Industrial Business Park – No Retail" Alternative would generate 2,708 trips per day whereas the proposed Project would generate 4,282 trips per day, which is a difference of 1,574 trips. However, while this alternative's trip generation is less than the Project's, the fleet mix for this alternative would include more intensive heavy-duty truck trip generation, with a much greater likelihood of long-haul truck trips. While this alternative could result in a potentially higher VMT than the Project, it is too speculative to try to quantify this difference without knowing the end users of both the proposed Project and the "Heavy Industrial" Alternative. However, given the number of daily trips and the high likelihood of long haul trips under the "Heavy Industry" Alternative, it is safe to conclude that this alternative would not avoid or substantially reduce the Project's significant and unavoidable VMT impacts.

Tribal Cultural Resources

The "Industrial Business Park – No Retail" Alternative would still result in the same ground disturbance as the proposed Project including to the proposed IID substation facility on an approximate 5.6-acre portion of the site at its northern end. As such, the "Industrial Business Park – No Retail" Alternative would have the same significant but mitigable impacts to tribal cultural resources, as discussed in Section 4.18, *Tribal Cultural Resources*, of this EIR. This alternative would require the same mitigation as the proposed Project

and, after mitigation, both the "Industrial Business Park – No Retail" Alternative and the proposed Project would result in less than significant potential impacts to tribal cultural resources.

Utilities and Service Systems

The "Industrial Business Park – No Retail" Alternative is expected to have a lesser demand for utilities and services systems since the more water-intensive commercial/retail uses would be omitted under this alternative, including water demand and solid waste collection and disposal, as compared to the proposed Project, as discussed in Section 4.19, *Utilities and Service Systems*, of this EIR. As with the proposed Project, the "Industrial Business Park – No Retail" Alternative is expected to result in a less than significant impact to wastewater and storm water drainage service/facilities since development would occur on the same site.

Wildfire

As discussed in Section 4.20, *Wildfire*, of this EIR, the proposed Project site is not located in or near state responsibility areas or lands classified as very high fire hazard severity zones. However, the proposed Project has a significant but mitigable potential to impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan. Therefore, the "Industrial Business Park – No Retail" Alternative would have a similar significant but mitigable impact in this regard as the proposed Project, since it involves the same site and would be subject to the same mitigation measures (Mitigation Measures TRA-1 and TRA-2). Neither the "Industrial Business Park – No Retail" Alternative nor the proposed Project would require installation or maintenance of associated infrastructure that may exacerbate fire risk or result in impacts to the environment; therefore, no impact would occur under the "Industrial Business Park – No Retail" Alternative or the proposed Project, and the level of impact would be the same. Although development under both the proposed Project and the "Industrial Business Park – No Retail" Alternative would require development of infrastructure relative to power, water, sewer, stormwater drainage and an internal roadway system, such improvements are required for urban development, not for wildfire risk, and would decrease fire risks relative to existing conditions. Therefore, neither the "Industrial Business Park – No Retail" Alternative nor the proposed Project has the potential to exacerbate wildfire risks or expose project occupants to pollutant concentrations from a wildfire or to risk of a wildfire, or expose people or structures to significant risks as a result of wildfires.

Conclusion

The "Industrial Business Park – No Retail" Alternative would generate the fewest number of new employees of all the alternatives. This alternative would result in 688 new employees, whereas the proposed Project would result in 741 new employees and the "Heavy Industrial" Alternative would result in 773 new employees. In addition, this alternative would generate substantially fewer daily trips but would not be expected to substantially reduce VMT impacts, which are calculated on a per employee basis for non-residential uses. All other impacts from the "Industrial Business Park – No Retail" Alternative would be similar to the proposed Project since this alternative has only a slightly larger building development area of 4,500 square feet more than the proposed Project building area, but has the same 42.36-acre development area and 5.6 acre proposed IID substation facility.

The "Industrial Business Park – No Retail" Alternative would meet all of the proposed Project's objectives; however, one objective would not be met to the same degree as the proposed Project. This alternative

would not meet the objective of contributing to an increase in the City of Coachella's fiscal health as envisioned under the 2035 General Plan Update to the same extent that the proposed Project would. This alternative would generate fewer jobs than the Project and would omit the retail uses, and accordingly, the resulting sales tax revenues to the City from these uses would not be realized. As this Alternative would not attract quick service restaurant and gas station/convenience store users, it would not provide these amenities to existing residents or travelers on SR 86.

7.8 Environmentally Superior Alternative

Table 7-4, *Comparison of Alternatives*, summarizes the comparative analysis presented above (i.e., the alternatives compared to the Project). State CEQA Guidelines §15126.6 requires the identification of the environmentally superior alternative. As discussed herein, implementation of the "No Project" Alternative would result in no physical environmental impacts beyond those that have historically occurred on the property. Because the "No Project" Alternative would avoid most of the Project's impacts, it warrants consideration as the "environmentally superior alternative." However, pursuant to State CEQA Guidelines §15126.6(e)(2), if a no project alternative is identified as the environmentally superior alternative, then the EIR shall also identify an environmentally superior alternative among the other alternatives.

Alternative 2: "Heavy Industrial" Alternative, would result in fewer environmental impacts than both the Project and Alternative 3: "Industrial Business Park – No Retail" Alternative. Regarding utilities and service systems, both Alternative 2: "Heavy Industrial" Alternative and Alternative 3: "Industrial Business Park – No Retail" Alternative, would be expected to have a lesser demand for certain utilities and services systems, since the more water-intensive commercial/retail uses would be omitted under both these alternatives, including water demand and solid waste collection and disposal, as compared to the proposed Project. In addition, both Alternative 2: "Heavy Industrial" Alternative and Alternative 3: "Industrial Business Park – No Retail" Alternative, would be expected to have a reduced operational mobile source air quality impact as a result of the lower trip generation, compared to the Project.

However, Alternative 2: "Heavy Industrial" Alternative, would also result in reduced impacts relative to aesthetics (operational light and glare impacts only) and noise (construction-related impacts only) as compared to both the Project and Alternative 3: "Industrial Business Park – No Retail" Alternative. As it pertains to light and glare impacts, this alternative would result in fewer aesthetics effects associated with the introduction of light and glare sources than under both the proposed Project and Alternative 3: "Industrial Business Park – No Retail," because one large, more bulky-appearing building would be erected as compared to multiple smaller buildings as proposed by the Project. As it pertains to noise impacts, the construction schedule would be shorter for this alternative than under either the proposed Project or Alternative 3: "Industrial Business Park – No Retail" Alternative, because construction of the one large building would result in the entire site being under simultaneous construction, whereas the proposed Project or Alternative 3: "Industrial Business Park – No Retail" Alternative would construct multiple buildings over several, separate phases and over a span of several years. Therefore, it is anticipated that the total duration of noise impacts during the building construction phase would be shorter under this alternative as compared to the proposed Project and Alternative 3: "Industrial Business Park – No Retail" Alternative.

Accordingly, Alternative 2: "Heavy Industrial" Alternative, as discussed above in Subsection 7.6, is identified as the Environmentally Superior Alternative pursuant to State CEQA Guidelines §15126.6.

However, neither the "Heavy Industrial" Alternative or the "Industrial Business Park – No Retail" Alternative avoid or substantially lessen the Project's significant and unavoidable VMT impact.

Table 7-4: Comparison of Alternatives

Environmental Topic	Alternative 1: "No Project"	Alternative 2: "Heavy Industrial"	Alternative 3: "Industrial Business Park – No Retail"
Level of Impact Compared to the Proposed Project			
Aesthetics	Reduced	Most Issues: Similar Light and Glare: Reduced	Similar
Agricultural/Forestry Resources	Reduced	Similar	Similar
Air Quality	Reduced	Most Issues: Similar Operational Mobile Source: Reduced	Most Issues: Similar Operational Mobile Source: Reduced
Biological Resources	Reduced	Similar	Similar
Cultural Resources	Reduced	Similar	Similar
Energy	Reduced	Similar	Similar
Geology and Soils	Most Issues: Reduced Long-Term Erosion: Increased	Similar	Similar
Greenhouse Gas Emissions	Reduced	Similar	Similar
Hazards and Hazardous Materials	Reduced	Similar	Similar
Hydrology and Water Quality	Most Issues: Reduced Long-Term Erosion: Increased	Similar	Similar
Land Use and Planning	Most Issues: Reduced Conflict with a Land Use Plan, Policy, or Regulation: Increased	Similar	Similar
Mineral Resources	Reduced	Similar	Similar
Noise	Reduced	Most Issues: Similar Construction only: Reduced	Similar
Population and Housing	Reduced	Similar	Similar
Public Services	Reduced	Similar	Similar
Recreation	Reduced	Similar	Similar
Transportation	Reduced	Reduced Trips	Reduced Trips
Tribal Cultural Resources	Reduced	Similar	Similar
Utilities and Service Systems	Reduced	Most Issues: Similar Water Demand and Solid Waste: Reduced	Most Issues: Similar Water Demand and Solid Waste: Reduced
Wildfire	Reduced	Similar	Similar
Ability to Meet Project Objectives			
Provide development of an underutilized site with existing arterial and roadway access	No	Yes	Yes
Create new employment opportunities within the City of Coachella as identified under the City's 2035 General Plan Update	No	Yes	Yes

Contribute to an increase in the City of Coachella's fiscal health as envisioned under the 2035 General Plan Update	No	Yes, not to the same degree	Yes, not to the same degree
Promote development consistent with the City's 2035 General Plan Update	No	Yes	Yes
Fund construction of additional IID electrical facilities to improve the electric grid and enhance reliability to this portion of the City of Coachella	No	Yes	Yes
Ensure that the scale of the development respects its surroundings and existing land use patterns	No	Yes	Yes

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