Draft

Coachella Airport Business Park
Initial Study/Mitigated Negative Declaration

Lead Agency:

City of Coachella
1515 6th Street
Coachella, CA 92236

Prepared by:

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44-600 Village Court, Suite 100
Palm Desert, CA 92260

March 2023

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Table of Contents

List of Tables

List of Exhibits

Appendix

Acronyms

ADA	American Disabilities Act
ADT	Average Daily Trips
AMSL	Above Mean Sea Level
ANSI	American National Standards Institute
APN	Assessor's Parcel Number
APS	Alternate Planning Strategy
AQMP	Air Quality Management Plan
ASME	American Society of Mechanical Engineers
ASTM	American Society for Testing and Materials
AUMA	Adult Use of Marijuana Act
BACMs	Best Available Control Measures
BAU	Business as Usual
BIOS	Biogeographic Information and Observation System
BLM	Bureau of Land Management
BMPs	Best Management Practices
C_2F_6	Hexafluoroethane
C_2H_6	Ethane
CAAQS	California Ambient Air Quality Standards
CalEEMod	California Emissions Estimator Model
CALGreen	California Green Building Standards
Caltrans	California Department of Transportation
CAP	Climate Action Plan
CARB	California Air Resources Board
CAT	California Clean Air Act
CBC	California Building Code
C-C/SP	Community Commercial/Specific Plan
CCAA	California Clean Air Act
CCR	California Code of Regulations
CDC	California Department of Conservation
CDFW	California Department of Fish and Wildlife
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act
CESA	California Endangered Species Act
CF_4	Tetrafluoromethane
CFCs	Chlorofluorocarbons
CFG	California Fish and Game

CFR	Code of Federal Regulations
CGS	California Geologic Survey
CH_4	Methane
CHP	California Highway Patrol
CNDDB	California Natural Diversity Database
CNEL	Community Noise Equivalent Level
CNPSEI	California Native Plant Society Electronic Inventory
CO	Carbon Monoxide
CO_2	Carbon Dioxide
CPP	Corridor Protection Program
CPUC	California Public Utilities Commission
CRHR	California Register of Historical Resources
CRWQCB	Colorado River Water Quality Control Board
CUP	Conditional Use Permit
CUPA	California Certified Unified Program Agencies
CVAG	Coachella Valley Association of Governments
CVCC	Coachella Valley Conservation Commission
CVMSHCP	Coachella Valley Multiple Species Habitat Conservation Plan
CVWD	Coachella Valley Water District
CWA	Clean Water Act
dB	Decibel
DEH	Department of Environmental Health
DPM	Diesel Particulate Matter
DTSC	California Department of Toxic Substances Control
DVD	Desert Valley Disposal Inc.
DWR	Department of Water Resources
EIC	Eastern Information Center
EIR	Environmental Impact Report
EPA	Environmental Protection Agency
EPO	Environmental Protection and Oversight
EW	East-West
FAR	Floor Area Ratio
FED	Functional Equivalent Document
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FMMP	Farmland Mapping and Monitoring Program
FTA	Federal Transit Administration
GHG	Greenhouse Gas
GIS	Geographic Information System
GWP	Global Warming Potential

HMBEP	Hazardous Materials Business Emergency Plan
HMBEP	Hazardous Materials Business Emergency Plan
HRA	Health Risk Assessment
HSC	Health and Safety Code
HWMP	Hazardous Waste Management Plan
I-10	Interstate 10
IBC	International Building Code
IFC	International Building Code
IIC50	Impact Isolation Class 50
IPAC	Information for Planning and Consultation System
IS	Initial Study
LCFS	Low Carbon Fuel Standard
L-I	Light Industrial
LID	Low Impact Development
LOS	Level of Service
LST	Localized Significance Threshold
LST	Localized Significance Threshold
MEP	Maximum Extent Practicable
Mgd	Million Gallons per Day
MHFP	Multi-Hazard Functional Plan
MLD	Most Likely Descendant
$MMTCO_2e$	Million Metric Tons of CO_2 Emitted
MPH	Miles per Hour
MPO	Metropolitan Planning Organization
MRZ	Mineral Resources Zone
MSDS	Material Safety Data Sheet
MSWD	Mission Springs Water District
MW	Megawatts
MWD	Metropolitan Water District of Southern California
N_2O	Nitrous Oxides
NAASQ	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NBS	Nesting Bird Surveys
NFPA	National Fire Protection Association
NHD	National Hydrography Dataset
NO	Nitric Oxide
NO_2	Nitrogen Dioxide
NOx	Nitrogen Oxide
NPDES	National Pollution Discharge Elimination System
NPS	National Park Service

NRCS	Natural Resources Conservation Service
NRTLs	Nationally Recognized Testing Laboratories
NS	North-South
O_3	Ozone
OEHHA	Office of Environmental Health Hazard Assessment
OES	Office of Emergency Services
OHMS	Office of Hazardous Materials Safety
OHV	Off-Highway Vehicle
OPR	Office of Planning and Research
Pb	Lead
PCE	Passenger Car Equivalent
PFCs	Perfluorocarbons
PM	Particulate Matter
PM_{10}	Particulate Matter
$PM_{2.5}$	Particulate Matter Equal to or less than 2.5 Microns in Diameter
PPB	Parts per Billion
PPM	Parts per Million
PPT	Parts per Trillion
PPV	Peak Particle Velocities
PRC	California Public Resources Code
PRF	Power and Reclamation Facility
PSUSD	Palm Springs Unified School District
PV	Photovoltaic
RCALUC	Riverside County Airport Land Use Commission
RCNM	Road Construction Noise Model
RCRA	Resource Conservation and Recovery Act
RCS/SCS	Regional Transportation/Sustainable Communities Strategy
REL	Reference Exposure Level
REMEL	Reference Energy Mean Emission Level
RHNA	Regional Housing Needs Allocation
RO	Reverse Osmosis
RTIP	Regional Transportation Improvement Plan
RTP	Regional Transportation Plan
RWQCB	Regional Water Quality Control Board
SCAG	Southern California Associations of Government
SCAQMD	South Coast Air Quality Management District
SCE	Southern California Edison
SCS	Sustainable Communities Strategy

SF_6	Sulfur Hexafluoride
SH-62	State Highway 62
SIP	State Implementation Plan
SMARA	Surface Mining and Reclamation Act
SO_2	Sulfur dioxide
SoCal Gas	Southern California Gas
SOI	Sphere-of-Influence
SOx	Sulfur Oxide
SP	Service Populations
SPCC	Spill Prevention and Countermeasure Plan
SRA	Source Receptor Area
SSAB	Salton Sea Air Basin
SSC	Species of Special Concern
STC50	Sound Transmission Class of 50
SVP	Society of Vertebrate Paleontology
SWPPP	Stormwater Pollution Prevention Plan
SWRCB	State Water Resources Control Board
T.O.P	Top of Parapet
TACs	Toxic Air Contaminants
TDS	Total Dissolved Solids
TG	Turbine Generator
TIA	Traffic Impact Analysis
UL	Underwriters Laboratories
USACE	United States Army Corps of Engineers
USDOT	US Department of Transportation
USFS	U.S. Forest Service
USFWS	U.S. Fish and Wildlife
USGS	United States Geological Survey
UST	Underground Storage Tank
VMT	Vehicle Miles Traveled
VOC	Volatile Organic Compounds
WDID	Waste Discharge Identification Number
WDR	Wastewater Discharge Requirements
WQMP	Water Quality Management Plan
WSA	Water Supply Assessment

Chapter 1 Introduction

1.1 Overview

Haagen Co., LLC (applicant) is proposing to develop the Coachella Airport Business Park (proposed project), a mixed-use business park development which includes warehouse space, commercial cannabis-related uses, small businesses, self- and vehicle-storage, a drive thru restaurant and service station/mini mart-related land uses, and an electric substation for Imperial Irrigation District in the City of Coachella (City), in Riverside County, California. A detailed project description is provided in Section 2 of this document. The project site is located at the northwest corner of the intersection of State Route 86 and Airport Boulevard and is comprised of three parcels totaling approximately 44 acres. Currently the project site is vacant and is bordered by State Highway 86 (SR-86) to the east, the Whitewater River to the west, vacant land to the north, and a mobile home park to the south.

The proposed project will require the following entitlements from the City:

1) Change of Zone from M-H (Heavy Industrial) to MS-IP (Manufacturing Service) and C-G (General Commercial) to allow the proposed cannabis-related uses;
2) Conditional Use Permit (CUP) to allow cannabis-related land uses throughout the project site;
3) CUP to allow for the proposed drive thru restaurant;
4) CUP to allow for Service-Station/Mini Mart;
5) Tentative Parcel Map;
6) Condominium Map; and
7) Architectural Review to consider the site plan, architecture and landscaping proposed for the site, including a billboard on SR-86.

1.1.1 Project Site History

Based on a review of historical information, the project site consisted of undeveloped and/or vacant land from as early as 1904. In 1953, the project site was used for agriculture until at least 1984. After 1984, no site use was identified, with the exception of grading or weed abatement in 1986.

1.2 Authority

The City of Coachella is the lead agency for the proposed project. The City Council is the governing body for the approval of the project and adoption of the Mitigated Negative Declaration. Because the project involves a change to the existing site, the City Council's consideration of the project and its potential environmental effects is a discretionary action that is subject to the California Environmental Quality Act (CEQA). This Initial Study (IS) and its appendices have been prepared in accordance with CEQA (Statute), the State's Guidelines for Implementation of CEQA (Guidelines) (as amended, 2018), and the City's CEQA Guidelines for preparation of an IS. This IS, when combined with the Notice of Intent to Adopt a Mitigated Negative Declaration, serves as the environmental document for the proposed project pursuant to the provisions of CEQA (Public Resources Code 21000 et seq.) and the CEQA Guidelines (California Code of Regulations Section 15000, et seq.).

1.3 Scope of Environmental Review

The IS evaluates the proposed project's potential environmental impacts on the following topics:

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

1.4 Impact Assessment Terminology

The Environmental Checklist identifies potential impacts using four levels of significance as follows:

- No Impact. A finding of no impact is made when it is clear from the analysis that the proposed project would not affect the environment.
- Less than significant. A finding of less than significant is made when it is clear from the analysis that a proposed project would cause no substantial adverse change in the environment and no mitigation is required.
- Less than significant with mitigation incorporated. A finding of less than significant with mitigation incorporated is made when it is clear from the analysis that a proposed project would cause no substantial adverse change in the environment when mitigation measures are successfully implemented by the project proponent.
- Potentially Significant. A finding of potentially significant is made when the analysis concludes that the proposed project could have a substantially adverse impact on the environment related to one or more of the topics listed in the previous section, *Scope of the Initial Study*.

1.5 Organization of the Initial Study

The content and format of this IS meet the requirements of CEQA. This IS contains the following sections:

- Chapter 1 Introduction. This chapter provides a brief summary of the proposed project, identifies the lead agency, summarizes the purpose and scope of the IS, and identifies documents incorporated by reference.
- Chapter 2 Project Description. This chapter provides a project overview including a description of the regional location and project vicinity, including Exhibits; and provides a description of the project elements, e.g., dimensions of the project, and identifies other agencies that may have permitting authority over the project.
- Chapter 3 Environmental Checklist. This chapter provides a copy of the City's Environmental Checklist and responses to each question posed in the checklist. This chapter also provides a brief description of

the sources used to evaluate the proposed project, a brief description of the existing conditions for each topic and an analysis of potential environmental impacts. Mitigation measures are also identified where necessary.

- Chapter 4 List of Preparers. This chapter identifies City staff and consultants who were responsible for the preparation of the IS and implementation of the project.

1.6 Documents Incorporated by Reference

As allowed by CEQA Guidelines Section 15150, a Mitigated Negative Declaration may incorporate by reference all or portions of another document that is generally available to the public. The document used must be available for public review for interested parties to access during public review of the Initial Study and Notice of Intent to Adopt a Mitigated Negative Declaration for this project. The following documents are incorporated by reference.

- City of Coachella General Plan Update 2035
- City of Coachella General Plan Update 2035 Final Environmental Impact Report
- Coachella Valley Water District Subsequent Initial Study and Mitigated Negative Declaration, Valley View Mobile Home Park Water Consolidation Project

These documents are also available for review at the Coachella Planning Department at 53990 Enterprise Way, Coachella, CA 92236. The project specific reports are attached to the Initial Study as appendices. The General Plan and General Plan Final Environmental Impact Report are located on the City's website at: https://cityofcoachellageneralplanupdate.weebly.com/final-eir.html

Chapter 2 Project Description

2.1 Project Location and Setting

Project Location

As detailed in Exhibit 2-1, *Regional Location*, and Exhibit 2-2, *Project Vicinity*, the 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 Riverside County, California. The project site is comprised of three parcels totaling approximately 44 acres in size. The Assessor's Parcel Numbers (APNs) of the project site are 763-330-013, 763-330-018, and 763-330-029. The project site is located at Latitude 33˚38'43.9" N and Longitude 116˚08'14.7" W at the approximate geographic center of the project site.

Existing Conditions

Existing General Plan and Zoning Designations

The project site is designated as "Industrial District" under the City's General Plan 2035 Land Use and Community Character Element, (see Exhibit 2-3, *Existing Land Use Designation*) within the southwestern corner of Sub-Area 8 – East Industrial District, (see Exhibit 2-4, *Existing General Plan Sub-Area Designation*), which allows for development of a variety of industrial and office uses. The project site is located within the Heavy Industrial (M-H) zoning district, per the City's Official Zoning Map (see Exhibit 2-5, *Existing Zoning Designation*).

Existing and Surrounding Land Uses

The project site is bordered by a vacant, undeveloped property owned by the California Department of Transportation (Caltrans) containing shrubbery and tamarisk trees located immediately north. To the west, the project site is bordered by the Coachella Valley Stormwater Channel; to the east by SR-86 and agricultural land uses beyond; and to the south by Airport Boulevard and a mobile home park beyond. A vacant 3.44-acre right-of-way under Caltrans' jurisdiction abuts the southeastern frontage of the project site. See Table 1, *Surrounding Land Uses*.

Table 1 Surrounding Land Uses

Direction	General Plan Designation	Zoning	Existing Land Use
North	Industrial District	Transportation	Vacant
South	Medium-High Density Residential (Unincorporated County of Riverside)	Residential Agricultural 20 (Unincorporated County of Riverside)	Mobile Home Park
East	Industrial District	Transportation	State Route 86
West	Waterway	Open Space	Coachella Valley Stormwater Channel

Existing Utility Infrastructure

Existing utility infrastructure at the project site consists of a 30-inch Coachella Valley Water District (CVWD) waterline that runs parallel to the southern boundary of the project site. Additionally, a 16-inch CVWD drainage

line (Avenue 55 East Drainage) runs parallel to the northern boundary of the project site. Three private tile drainage lines underlie the center of the project site. Proximate electrical infrastructure is not present at the project site. The applicant will coordinate with the City for water services, CVWD for sewer services, Imperial Irrigation District (IID) for electrical services, and Southern California Gas Company (SoCal Gas) for natural gas services.

Project Components

As shown in both Exhibit 2-6, *Proposed Site Plan*, and Table 2, *Proposed Building Type/Area*, the proposed building types for the proposed project will include large warehouses, small warehouses, small businesses, personal vehicle storage, self-storage, and retail comprised of a service station/mini mart and drive-thru fast food restaurant. The service station/mini mart (4,000 SF) and drive-thru fast food restaurant (4,650 SF) are proposed to be developed at the southern end of the project site in concert with the proposed project's primary access point along Airport Boulevard, within close proximity to the SR-86 off ramp. Adjacent to the two retail buildings to the north, will be the small business sector of the project site that will be comprised of 18 buildings for office and/or warehouse uses that are each 4,500 SF of leasable space. Beyond the small business area of the project site, to the northwest, will be the personal vehicle storage area of the proposed project that will contain a total of four (4) hangar type buildings which are each 19,200 SF, and with a centralized courtyard-type green space between the buildings. The personal vehicle storage area will be designed for storage of automobiles and motorsport vehicles. The self-storage area of the proposed project will be located within the western central portion of the project site and be comprised of 17 buildings ranging in building footprints from 5,200 SF to 10,400 SF. The small warehouse area of the proposed project will be located within the eastern central portion of the project site and consist of five (5) warehouse buildings ranging from 9,600 SF to 24,000 SF. The large warehouse area of the proposed project will be located within the northern portion of the project site and consist of four (4) warehouse buildings ranging from 22,400 SF to 48,800 SF. Both the large and small warehouse areas will be built to accommodate both logistical/distribution-related uses (i.e., fulfillment centers) and for cannabis uses, including cultivation, manufacturing and distribution.

In addition, a new 315' x 315' substation with a 1-25 mega volt ampere (MVA) 92/13.2 kilovolt (kV) transformer bank would be constructed on the north side of the project in excess right-of-way being purchased by the applicant from Caltrans as shown in the drawing to the right. Caltrans will remove this parcel from their right-of-way through a separate process called an abandonment of right-of-way which is exempt from CEQA per Section 66428 (a) (2) of the Subdivision Map Act. The substation is required 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 site.

The proposed building heights will range from 24 to 50-feet. All project design will be required to maintain consistency with the Design Guidelines for the project, submitted in conjunction with the Architectural Review

for the project. The applicant has also submitted a request for an electronic billboard, to be located adjacent to the SR-86 right of way, and measuring 14 by 48 feet, on a 44 foot high base.

Lastly, the project would provide off-site water and sewer improvements to the project site. The City will provide water services to the project site via a proposed water line that would connect from a water line planned in the Grapefruit Boulevard right-of-way from the north to Palm Street, and extend easterly through the Union Pacific Railroad right-of-way and the Whitewater River Channel to serve the site. CVWD would provide sewer services to the project site via a proposed sewer line that would be located beneath Airport Boulevard.

Table 2 Proposed Building Type/Area

Proposed Building Type	Square Footage (SF)	Proposed Building Height
Large Warehouse	233,100 SF	±38’ to 50’
Small Warehouse	96,000 SF	±28’ to 32’
Small Business	81,000 SF	±24’ to 28’
Personal Vehicle Storage	76,800 SF	±24’ to 28’
Self-Storage	128,600 SF	±24’ to 28’
Service Station/Mini Mart	4,000 SF	±24’ to 28’
Drive-Thru Fast Food Restaurant	4,650 SF	±24’ to 28’
Total Building Area	**624,150 SF**	

Table 3 Parking Requirements

Proposed Building Type	Square Footage (SF)	Parking Requirements
Large Warehouse	20,000 SF	50 Stalls
	213,100 SF	213.1 Stalls
Small Warehouse	20,000 SF	50 Stalls
	76,000 SF	76 Stalls
Small Business	20,000 SF	50 Stalls
	61,000 SF	61 Stalls
Personal Vehicle Storage	20,000 SF	50 Stalls
	56,800 SF	56.8 Stalls
Self-Storage (Office)	625 SF	1.5 Stalls
Service Station/Mini Mart	4,000 SF	5 Stalls
Drive-Thru Fast Food Restaurant	2,000 SF – 50% (Customer Area)	44.4 Stalls
	2,000 SF – 50 % (Non-Customer Area)	10 Stalls
Total Parking Required		**667.8 Stalls or 668 Stalls**
Total Parking Provided		**686 Stalls**

Change of Zone

The proposed project includes a change of zone from the existing M-H to Manufacturing Service (M-S) and General Commercial, as shown in Exhibit 2-8, *Proposed Zoning Designation*. The change of zone to M-S will allow for the proposed project to include cannabis cultivation, processing, testing, manufacturing and/or wholesale distribution. The General Commercial zone will apply only to the southern end of the project, to allow the two retail uses: the drive-through restaurant and serve station/convenience store,

Project Phasing and Construction

The proposed project will be completed in three (3) phases. Phase 1 will take approximately 1-5 years, Phase 2 will take approximately 5-10 years, and Phase 3 will take approximately 10-20 years. Full build-out of the proposed project is anticipated to occur within 30 years of initiating construction.

Conceptual Circulation

Primary project access will be provided along the southwestern frontage along Airport Boulevard. The proposed second access point will be provided further east at the southeastern frontage along Airport Boulevard and will be used as emergency access only. A roadway, varying in widths from 30 to 40-feet, will be constructed through the proposed project to serve as the central thoroughfare and allow for complete circumnavigation of the project site. This central roadway has been designed to allow for adequate fire access and turn radii throughout the project site. The applicant will be subject to the standards and requirements of the Riverside County Fire Department, California Department of Transportation (Caltrans), and the City to ensure that all access- and circulation-related design features are in compliance with applicable regulatory requirements.

Employment

At full build-out, the proposed project is estimated to employ a maximum of 698 employees. The total estimated employees are broken down by the proposed building types of the proposed project in Table 4, *Estimated Employee Demand.*

Table 4 Estimated Employee Demand

Proposed Building Type	Square Footage (SF)	Estimated Employees
Large Warehouse	233,100 SF	226
Small Warehouse	96,000 SF	93
Small Business	81,000 SF	162
Personal Vehicle Storage	76,800 SF	75
Self-Storage	128,600 SF	125
Service Station/Mini Mart	4,000 SF	8
Drive-Thru Restaurant	4,650 SF	9
Total Building Area	**624,150 SF**	698

Source: Socioeconomic Build-Out Assumptions and Methodology, County of Riverside, April 2017

Actions 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
State Department of Transportation (Caltrans)	Encroachment permits, right of way abandonment.
REGIONAL	
South Coast Air Quality Management District	PM-10 Plan for compliance with Rule 403.1, Dust Control in the Coachella Valley
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
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 • CUP for the cannabis-related uses • CUP for Drive Thru Shop • CUP for Service Station/Mini Mart • Tentative Parcel Map • Condominium Map • Planning Commission Architectural Review

1 IN = 3 MI

The Altum Group

Regional Location

Coachella Airport Business Park

Exhibit

2-1

1 IN = 0.25 MI

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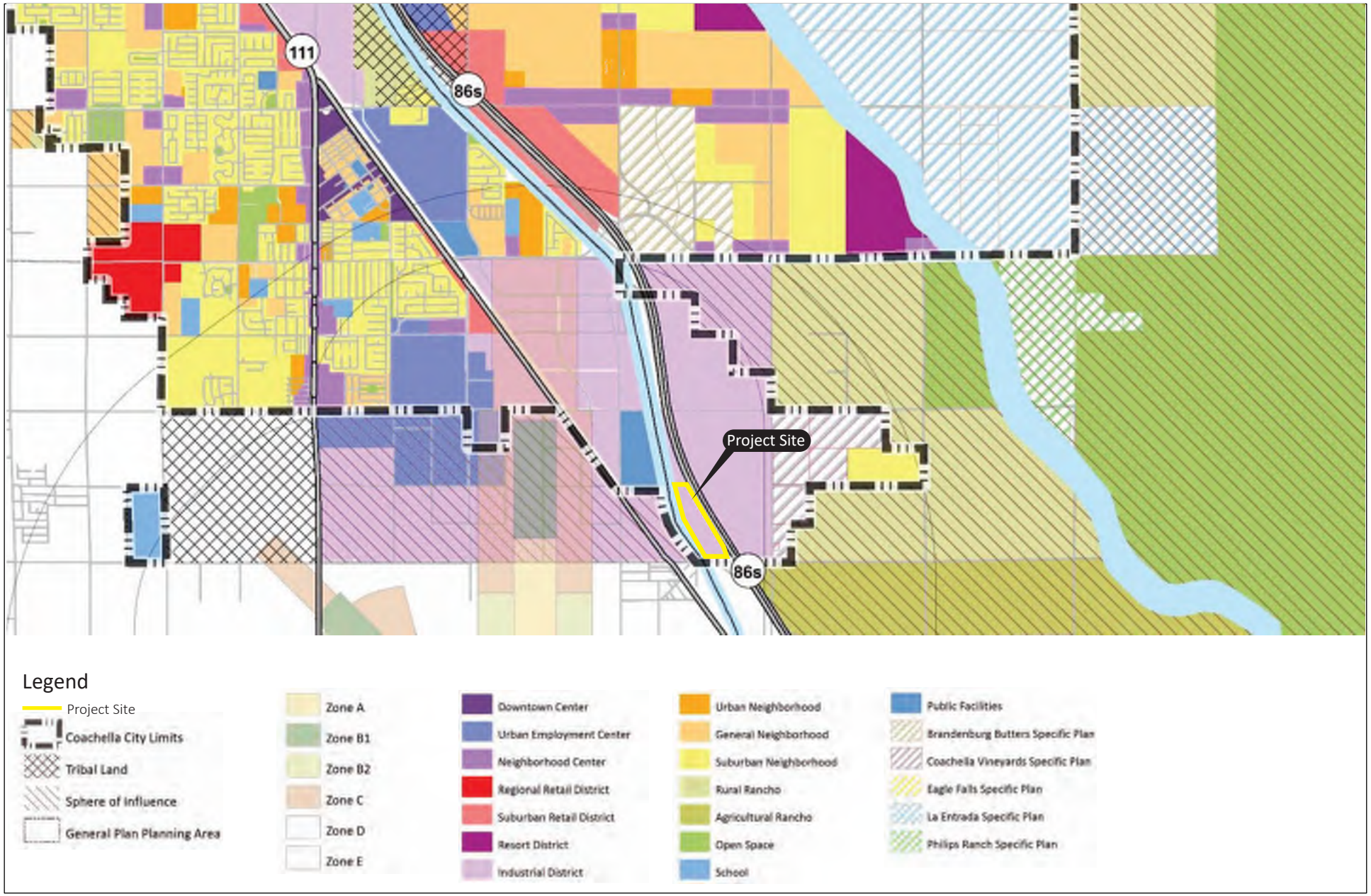
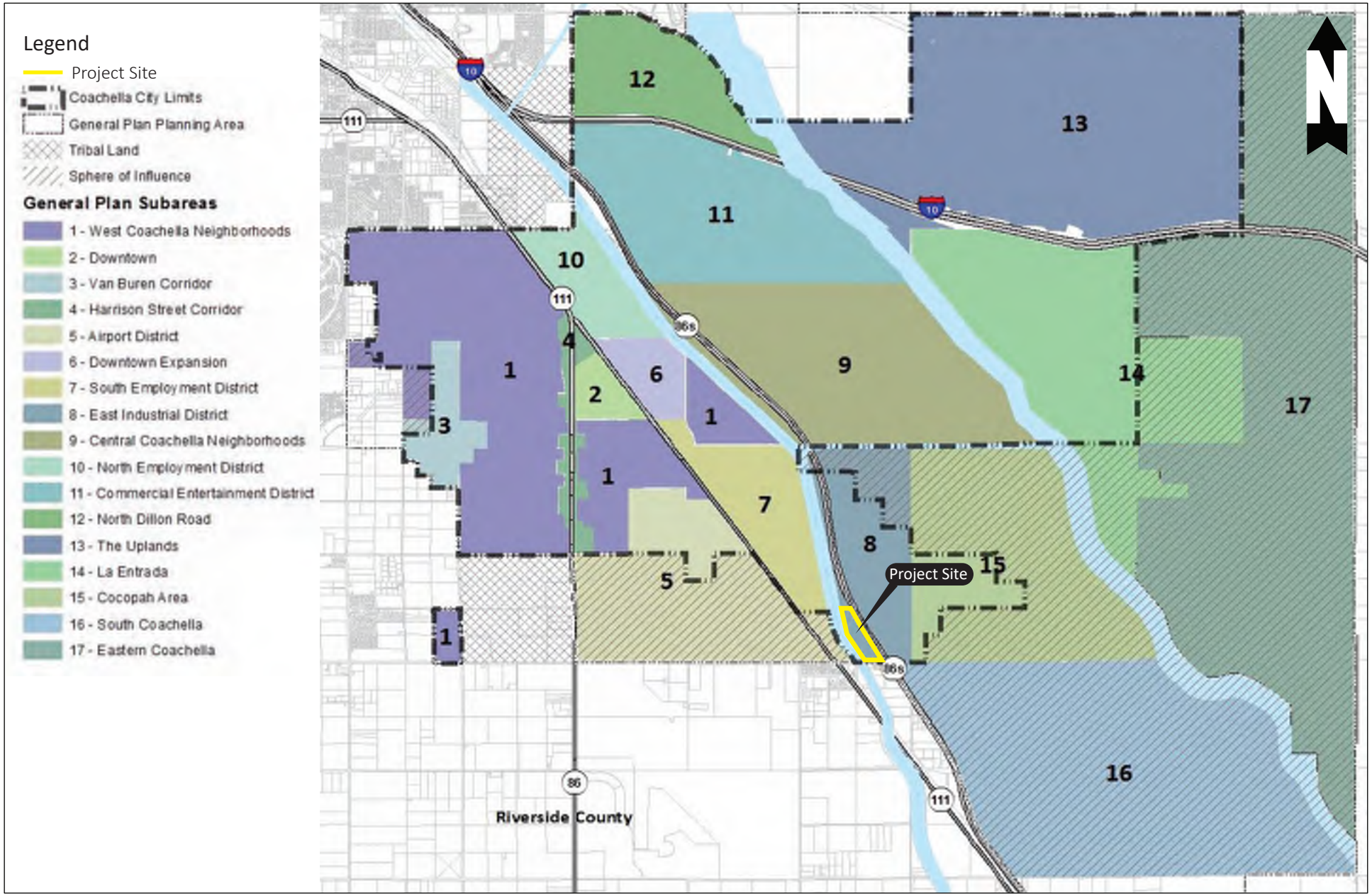
Project Vicinity

Coachella Airport Business Park

Exhibit

2-2


111
86s
Project Site
86s
Legend
Project Site
Coachella City Limits
Tribal Land
Sphere of Influence
General Plan Planning Area
Zone A
Zone B1
Zone B2
Zone C
Zone D
Zone E
Downtown Center
Urban Employment Center
Neighborhood Center
Regional Retail District
Suburban Retail District
Resort District
Industrial District
Urban Neighborhood
General Neighborhood
Suburban Neighborhood
Rural Rancho
Agricultural Rancho
Open Space
School
Public Facilities
Brandenburg Butters Specific Plan
Coachella Vineyards Specific Plan
Eagle Falls Specific Plan
La Entrada Specific Plan
Philips Ranch Specific Plan



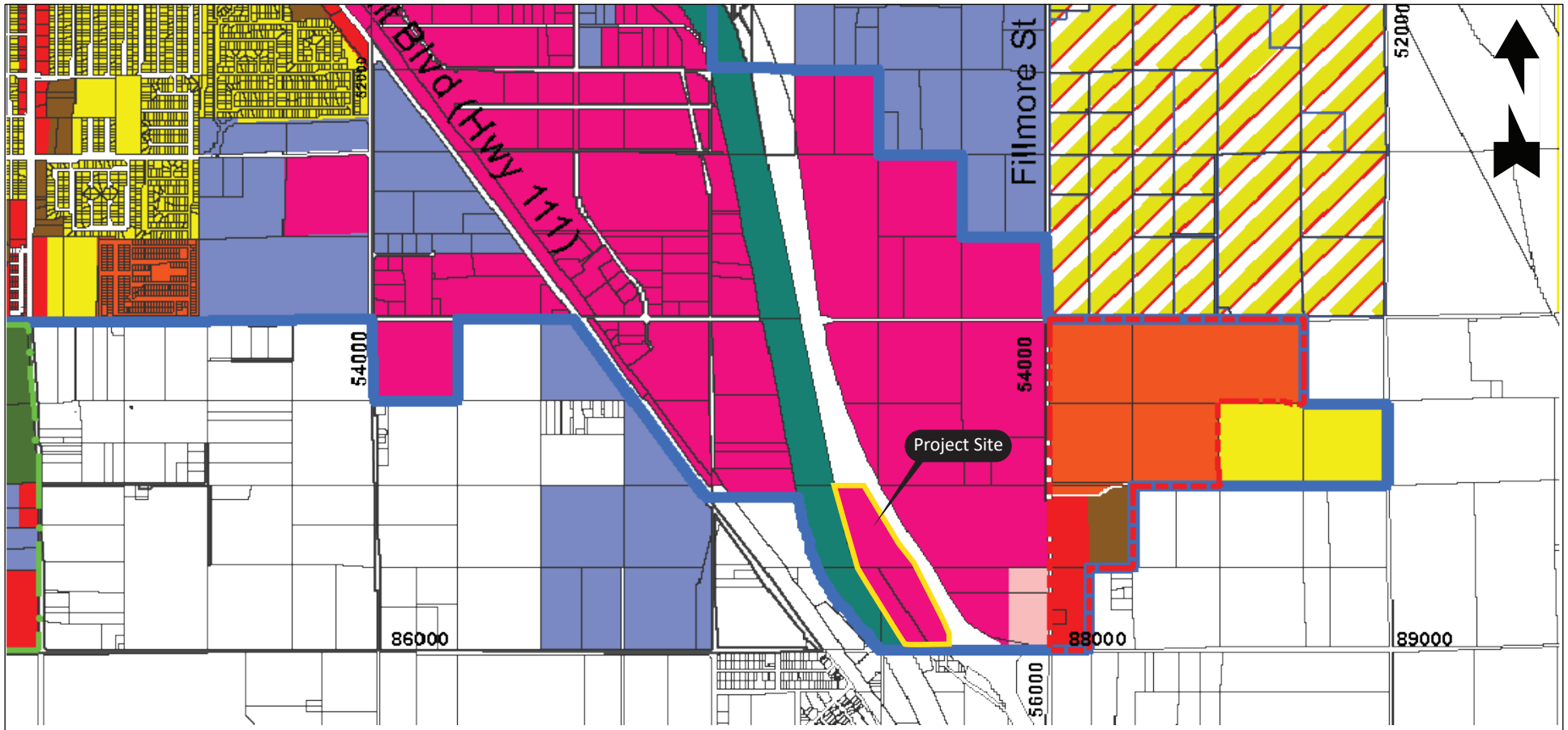
The Altum Group

Existing General Plan Sub-Area Designation

Coachella Airport Business Park

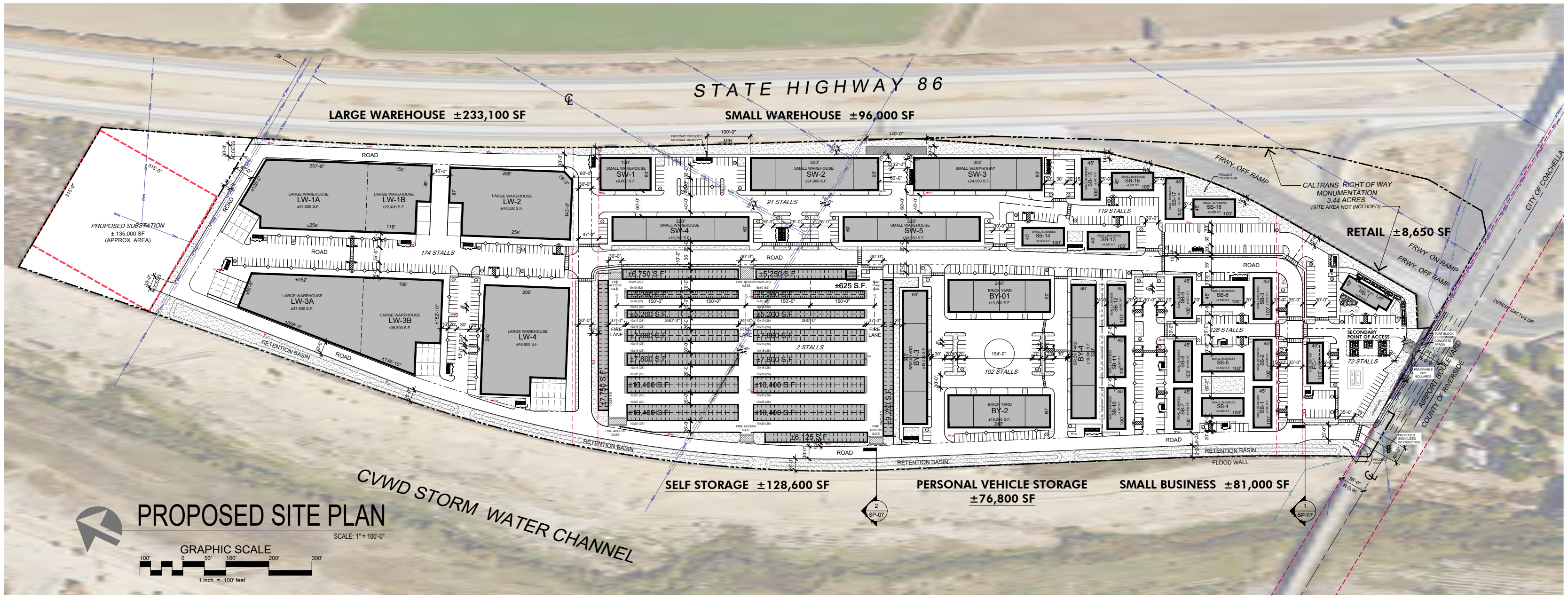
Exhibit

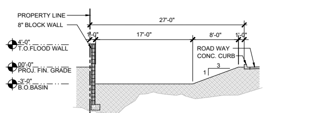
2-4



Legend

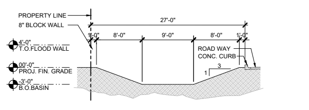
- Project Site
- Tribal Land
- Specific Plan Boundary
- City Boundary
- A, Agricultural
- A-R, Agricultural Reserve
- A-T, Agricultural Transition
- C-E, Commercial Entertainment
- C-G, General Commercial
- C-N, Neighborhood Commercial
- C-T, Tourist Commercial
- C-T, PUD, Commercial Tourist Planned Unit Development
- M-W, Wrecking Yard
- M-H, Heavy Industrial
- M-S, Manufacturing Service
- O-S, Open Space
- R-E, Residential Estate
- R-M, Residential Multiple Family
- R-M, PUD, Residential Multiple Family, Planned Unit Development
- R-M-4300, Residential Multiple Family, 4300
- R-MH, Residential Mobile Home
- R-0-6000, Residential Overlay 6000
- R-PUD, Residential Planned Unit Development
- R-S, Residential Single Family
- T, Transportation
- SHO, Senior Housing Overlay District





1 RETENTION BASIN TYP. CROSS SECTION

SCALE: 1/8" = 1'-0"



2 RETENTION BASIN TYP. CROSS SECTION

SCALE: 1/8" = 1'-0"

FIRE DEPARTMENT NOTES:

Fire Hydrants and Fire Flow: Prior to the issuance of building permits, plans for the water system shall be submitted to the fire department for review and approval. The water system shall be capable of delivering the required fire flow. Fire hydrant(s) location and spacing shall comply with the fire code. An approved water supply for fire protection during construction shall be made available prior to the arrival of combustible materials on site. Reference 2016 California Fire Code (cfc) 507.5.1, 3312, Appendices B and C.

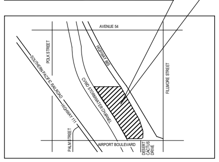
Phased Construction Access: If construction is phased, each phase shall provide approved access for fire protection prior to any construction. Ref. CFC 503.1

Knox Box and Gate Access: Buildings shall be provided with a knox box. The Knox Box shall be installed in an accessible location approved by the Office of the Fire Marshal. All electronically operated gates shall be provided with Knox key switches and automatic sensors for access. Manual gates shall also be provided with approved emergency access (Knox) equipmentRef. CFC 506.1

NOTE:

1. **FIRE HYDRANT TO BE LOCATED MAX. 300 FT. O.C. OR AS APPROVED BY RIVERSIDE COUNTY FIRE DEPARTMENT**
2. **PROPOSED FIRE HYDRANT LOCATION ON SITE ARE REPRESENTED BY FH SYMBOL**
3. **43 FT. LENGTH TEMPLATE WAS USED TO ILLUSTRATE FIRE TRUCK PATH**
4. **MINIMUM TRUCK TURNING RADIUS ±30 FT.**

N.W.C. OF STATE HWY. 86 &
AIRPORT BOULEVARD
COACHELLA, CALIFORNIA



VICINITY MAP

NOT TO SCALE

NORTH

PROJECT DATA

CLIENT:	HAAGEN CO., LLC
PROJECT LOCATION:	N.W.C. OF STATE HWY. 86 AND AIRPORT BOULEVARD COACHELLA, CA 92274
JURISDICTION:	CITY OF COACHELLA, CA
APN/S:	763-330-013, 018, 029
ZONING: EXISTING	M-H (HEAVY INDUSTRIAL)
ZONING: PROPOSED	M-S (MANUFACTURING SERVICE) I-P (INDUSTRIAL PARK OVERLAY DIST.)
PROPOSED USE:	LARGE & SMALL WAREHOUSE, SMALL BUSINESS, SELF STORAGE, SERVICE STATION AND DRIVE THROUGH
BOUNDARY INFORMATION:	THIS PLAN HAS BEEN PREPARED BY USING THE CONSTRAINTS EXHIBIT BY THE ALTUM GROUP, DATED FEB. 15, 2018

SITE SUMMARY

SITE AREA

APN# 763-330-013	21.56 AC
APN# 763-330-018	9.62 AC
APN# 763-330-029	11.18 AC
TOTAL SITE AREA	42.36 AC

BUILDING DATA

PROPOSED BUILDING AREA

LARGE WAREHOUSE	±233,100 SF
SMALL WAREHOUSE	±96,000 SF
SMALL BUSINESS	±81,000 SF
PERSONAL VEHICLE STORAGE	±76,800 SF
SELF STORAGE	±128,600 SF
SERVICE STATION/ MINI MART	±4,000 SF
DRIVE-THRU FAST FOOD RESTAURANT	±4,650 SF
TOTAL BUILDING AREA	±624,150 SF
RETENTION BASIN	± SF

PARKING REQUIRED:

Restaurant w/ Drive Through (1/45 sf of Customer Area + 1/200 sf Non Customer Area)

Customer Area (±2,000 SF - 50%)		= 44.4	Stalls
Non Customer Area (±2,000 SF - 50%)		= 10	Stalls
Service Station		= 5	Stalls
Large Warehouse (237,200 sf)	20,000 sf	= 50	Stalls
	213,100 sf	= 213.1	Stalls
Small Warehouse (96,000 sf)	20,000 sf	= 50	Stalls
	76,000 sf	= 76	Stalls
Small Business (81,000 sf)	20,000 sf	= 50	Stalls
	61,000 sf	= 61	Stalls
Personal Vehicle Storage (76,800 sf)	20,000 sf	= 50	Stalls
	56,800 sf	= 56.8	Stalls
Self Storage Office (625 sf)		= 1.5	Stalls
GRAND TOTAL REQUIRED		667.8 Stalls or 668 Stalls	

PARKING PROVIDED:

STANDARD:		587 STALLS
DISABLED:		44 STALLS
ELECTRIC / CLEAN AIR VEHICLES		55 STALLS
PER CAL GREEN TABLE 5.106.5.2 & 5.106.5.3.3		
FUTURE EV VAN ACCESSIBLE	1 STALL	
FUTURE EV STANDARD ACCESSIBLE	1 STALL	
FUTURE AMBULATORY	1 STALL	
FUTURE EV CHARGING STATION	38 STALLS	
CLEAN AIR VAN POOL / EV	14 STALLS	
TOTAL PARKING PROVIDED		686 STALLS

BUILDING DATA

PROPOSED BUILDING HEIGHT

LARGE WAREHOUSE	±38' TO 50' HIGH
SMALL WAREHOUSE	±28' TO 32' HIGH
SMALL BUSINESS	±24' TO 28' HIGH
PERSONAL VEHICLE STORAGE	±24' TO 28' HIGH
SELF STORAGE	±24' TO 28' HIGH
RETAIL (GAS STATION & DRIVE THRU)	±24' TO 28' HIGH

BUILDING TYPE TYPE V-B (FULLY SPRINKLERED)

Coachella Airport Business Park
COACHELLA, CALIFORNIA

Haagen Co., LLC
12302 EXPOSITION BLVD., LOS ANGELES, CA 90064

McKently Malak ARCHITECTS
35 Hugus Alley, Suite 200
Pasadena, California 91103-3648
TEL 626.583.8348 FAX 626.583.8387

PROPOSED SITE PLAN
02.08.2021 18028TMA
SP-17

1 Front Elevation - Retail

2 Right Side Elevation

3 Rear Elevation

4 Left Side Elevation

Note: Signage shown on the elevations for graphic purpose only and does not represent the use or actual tenants

Haagen Co LLC
12302 Exposition Boulevard, Los Angeles CA 90064

Coachella Airport Business Park
NWC State Highway 86 and Airport Road
COACHELLA, CALIFORNIA

McKently Malak ARCHITECTS
35 Hugus Alley Suite 200 Pasadena, California 91103
T:6265838348 F:6265838387

ELEVATIONS
06.09.2020 18028TMA
A-201

Note: Signage shown on the elevations for graphic purpose only and does not represent the use or actual tenants

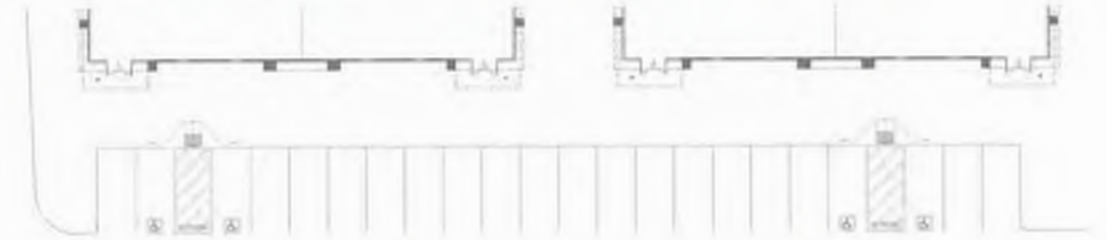
Haagen Co LLC
12302 Exposition Boulevard, Los Angeles CA 90064

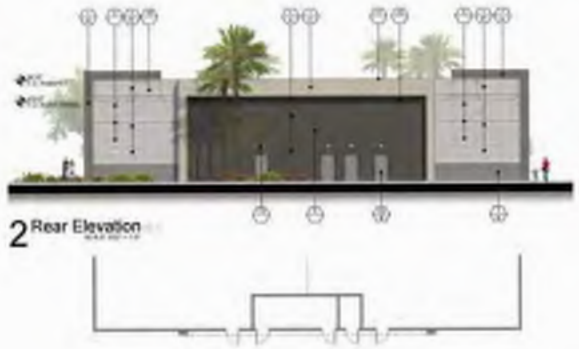
Coachella Airport Business Park
NWC State Highway 86 and Airport Road
COACHELLA, CALIFORNIA

McKently Malak ARCHITECTS
35 Hugus Alley Suite 200
Pasadena, California 91103
T:6265838348 F:6265838387

ELEVATIONS
06.09.2020 18028TMA
A-202

1 Front Elevation - Typ. Small Business





2 Rear Elevation

3 Side Elevation

Note: Signage shown on the elevations for graphic purpose only and does not represent the use or actual tenants

Haagen Co LLC
12302 Exposition Boulevard, Los Angeles CA 90064

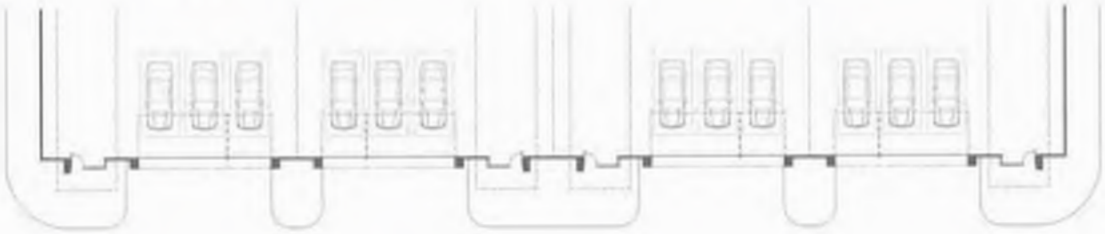
Coachella Airport Business Park
NWC State Highway 86 and Airport Road
COACHELLA, CALIFORNIA

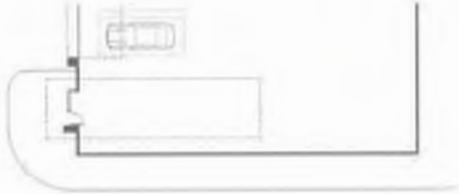
McKently Malak ARCHITECTS
35 Hugus Alley Suite 200
Pasadena, California 91103
T:6265838348 F:6265838387

ELEVATIONS
06.09.2020 18028TMA
A-203

1 Front Elevation - Typ. Brickyard

2 Right Side Elevation





3 Left Side Elevation

4 Rear Elevation

5 Side Elevation - Typ. Self Storage

Note: Signage shown on the elevations for graphic purpose only and does not represent the use or actual tenants

Haagen Co LLC
12302 Exposition Boulevard, Los Angeles CA 90064

Coachella Airport Business Park
NWC State Highway 86 and Airport Road
COACHELLA, CALIFORNIA

McKently Malak ARCHITECTS
35 Hugus Alley Suite 200
Pasadena, California 91103
T:6265838348 F:6265838387

ELEVATIONS
06.09.2020 18028TMA
A-204

Note: Signage shown on the elevations for graphic purpose only and does not represent the use or actual tenants

Haagen Co LLC
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Coachella Airport Business Park
NWC State Highway 86 and Airport Road
COACHELLA, CALIFORNIA

McKently Malak ARCHITECTS
35 Hugus Alley Suite 200
Pasadena, California 91103
T:6265838348 F:6265838387

ELEVATIONS
06.09.2020 18028TMA

A-205

Note: Signage shown on the elevations for graphic purpose only and does not represent the use or actual tenants

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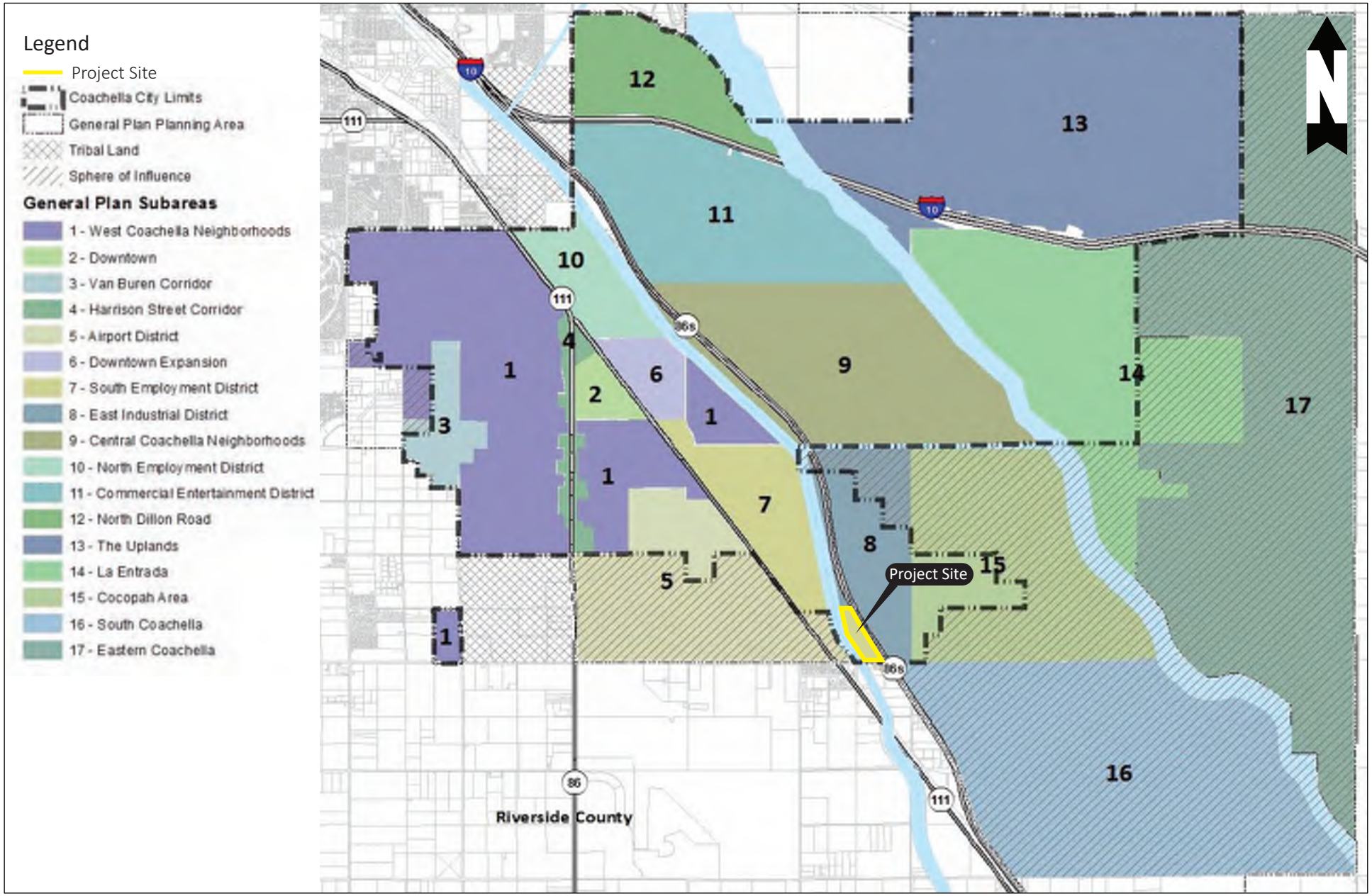
Coachella Airport Business Park
NWC State Highway 86 and Airport Road
COACHELLA, CALIFORNIA

McKently Malak ARCHITECTS
35 Hugus Alley Suite 200
Pasadena, California 91103
T:6265838348 F:6265838387

ELEVATIONS
06.09.2020 18028TMA
A-206



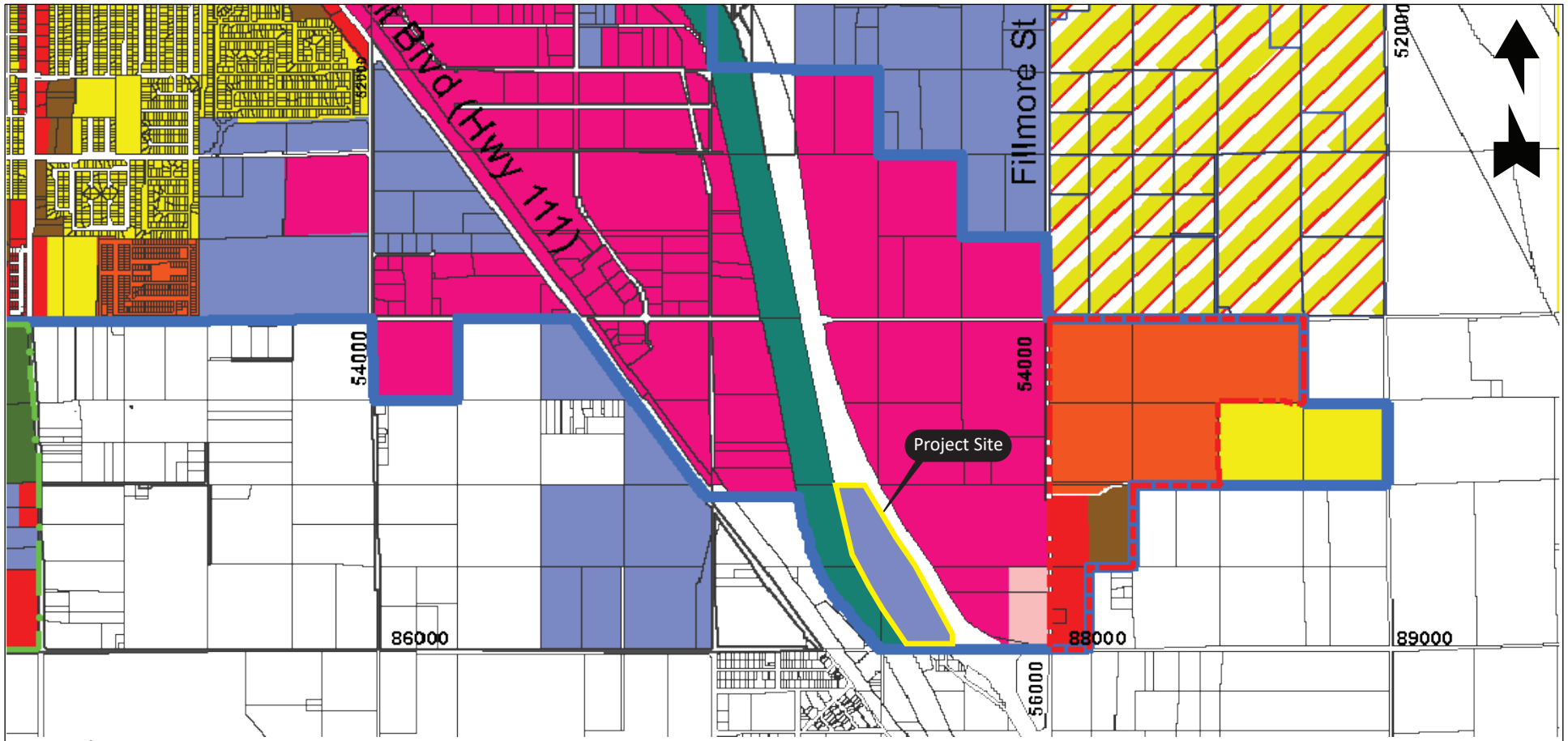
The Altum Group

Proposed General Plan Sub-Area Designation

Coachella Airport Business Park

Exhibit

2-8



Legend

- Project Site
- Tribal Land
- Specific Plan Boundary
- City Boundary
- A, Agricultural
- A-R, Agricultural Reserve
- A-T, Agricultural Transition
- C-E, Commercial Entertainment
- C-G, General Commercial
- C-N, Neighborhood Commercial
- C-T, Tourist Commercial
- C-T, PUD, Commercial Tourist Planned Unit Development
- M-W, Wrecking Yard
- M-H, Heavy Industrial
- M-S, Manufacturing Service
- O-S, Open Space
- R-E, Residential Estate
- R-M, Residential Multiple Family
- R-M, PUD, Residential Multiple Family, Planned Unit Development
- R-M-4300, Residential Multiple Family, 4300
- R-MH, Residential Mobile Home
- R-0-6000, Residential Overlay 6000
- R-PUD, Residential Planned Unit Development
- R-S, Residential Single Family
- T, Transportation
- SHO, Senior Housing Overlay District

Chapter 3 Environmental Evaluation

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

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

DETERMINATION:

On the basis of this initial evaluation:

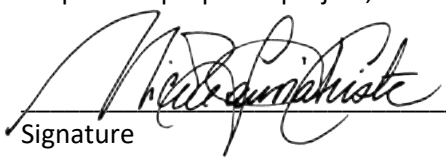
☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as describe on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.



Signature

March 31, 2023

Date

3.1 Aesthetics

3.1.1 Sources

- *City of Coachella General Plan Update 2035*
- *City of Coachella General Plan Update Environmental Impact Report (EIR) 2035*
- *California Department of Transportation, California State Scenic Highway Mapping System, Riverside County,* http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/, accessed March 25, 2020

3.1.2 Environmental Setting

The project site is bordered by a vacant, undeveloped property owned by Caltrans and containing sporadic shrubbery and tamarisk trees immediately to the north. To the west, the project site is bordered by the Coachella Valley Stormwater Channel, to the east, by SR-86 and agricultural land uses beyond, and to the south by Airport Boulevard and a mobile home park beyond. A vacant 3.44-acre right-of-way under California Department of Transportation (Caltrans) jurisdiction abuts the southeastern frontage of the project site.

The City of Coachella offers views of the surrounding Little San Bernardino, Santa Rosa, and San Jacinto mountain ranges, which have a significant elevation rise over the valley floor and are visible from most locations in the City, including the project site. The foothills of the Little San Bernardino Mountains extend along the north and northeast portion of the Coachella Valley. The foothills of the Santa Rosa Mountains and San Jacinto Mountains are southwest and west of the project site. For distant viewshed quality, both Airport Boulevard and State Route 86 offer a medium visual quality in providing viewshed visibility of the Santa Rosa, San Jacinto, and the Little San Bernardino Mountains. For the local vicinity, the existing viewshed quality contains no prominent, physical, or scenic features (i.e., tall trees, historical landmarks, boulder outcroppings, etc.) and therefore provides only a poor viewshed quality perspective to the local vicinity. The project site is not located in an area with identified scenic resources such as rock outcroppings or historic buildings and is not within a State Scenic Highway viewshed.

3.1.3 Impacts

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
AESTHETICS – Would the project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would	☐	☐	☒	☐

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
the project conflict with applicable zoning and other regulations governing scenic quality?				
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

a. Less than Significant Impact. Scenic vistas provide valuable aesthetic resources that include expansive landscape views of the Coachella Valley. Scenic vistas within the City of Coachella include the Mecca Hills, which are located within the eastern portion of the City and approximately 6 miles from the project site. Additional scenic vistas that can be seen from the project site but that are not within the City of Coachella include the Santa Rosa and San Jacinto Mountains, and the Little San Bernardino Mountains. In addition, scenic resources within the City are located within Subarea 13, 14, 16, and 17, which are planned for minimal impact development. As shown in Exhibit 2-8, *Building Elevations*, the proposed maximum height for buildings within the development would range from approximately 24 to 50 feet. The proposed buildings and site improvements would partially obscure views of the Santa Rosa, San Jacinto, and Little San Bernardino Mountains – although not substantially more than views are obscured under existing conditions – and views of these Mountains would continue to be available above the buildings. Therefore, the proposed project would not have a substantial adverse effect on scenic vistas and impacts would be less than significant.

b. No Impact. According to CalTrans, there are no designated or eligible State Scenic Highways within the City of Coachella. In addition, the project site is located in an area that is mostly vacant and does not include any unique trees, rock outcroppings, or other natural features. Furthermore, according to the City of Coachella General Plan EIR there are no resources within the City listed as California Registered Historical Landmarks, or places listed on the National Register of Historic Places. Therefore, the proposed project would have no impact on scenic resources and no mitigation is required.

c. Less than Significant Impact. According to the Coachella General Plan Update EIR, the City has a unique visual characteristic in its scenic geographical location, agricultural and rancho history, and quality architecture or historic buildings. Although the alteration of the existing landscape is unavoidable due to future development, the views of the mountains, and rural, agricultural character should be respected, maintained, and preserved.

The EIR presents policies to help preserve the existing visual character of the City where it is deemed valuable, or direct future development to either enhance the existing visual character in the City or create a new, complementary visual character. Specifically, these policies direct new development to maintain the existing small-town character and cultural diversity of Coachella, preventing development not compatible with the existing character from being constructed. The policies identify specific urban design practices, such as the development of complete neighborhoods, preservation of agriculture and open space, pedestrian-oriented design, and sustainable development practices, as methods of achieving the preservation of this character.

Further, the policies specify that the City's natural resources should be retained to help preserve visual character, which will further preserve the existing character. Finally, the policies require high-quality and

long-lasting building materials and quality architecture, which will also ensure quality visual character in the community by preventing the construction of bland, poor quality buildings.

Currently the project site is undeveloped vacant land with sparse desert flora. The surrounding land is mostly vacant and consists of minimal development, with the exception of the eastern boundary, which contains the SR-86 right of way and existing highway The only development surrounding the property is located to the south and consists of a mobile home park. Under existing conditions, the project site is zoned M-H as established by the City's Zoning Map. The applicant proposes to change the zoning designation from M-H to M-S to convert the undeveloped vacant site to a mixed-use business park. The provisions of the proposed zone are similar to the site's existing zone and intended to ensure that manufacturing service areas would be compatible with adjacent, non-industrial development and would protect such areas from potential hazards of industrial development. Therefore, the project would not create a significant impact to existing surroundings. Furthermore, the project includes Architectural Review under proposed Design Guidelines which provided a uniform, quality aesthetic to the project. Therefore, the project would comply with the City's zoning standards, and impacts to visual character and the quality of the site and surroundings would be less than significant.

d. Less than Significant Impact. As previously mentioned, the project site is currently vacant land surrounded by a freeway, a stormwater channel, and a roadway. Existing light sources within the vicinity of the project area include light from existing street lights and traveling vehicles along Airport Boulevard and State Route 86. Other additional lighting comes from the residential homes located to the south of the project site and scattered development in the area. The proposed project would involve the construction of several building types including large and small warehouses, small businesses, storage, service station/mini mart, and a drive-thru restaurant. All proposed buildings would incorporate mounted lighting that would assist with visibility in the interior of the project site. In addition, for security purposes, exterior wall mounted lighting will be installed at all entry points of each building as well as the entrance to the project site along Airport Boulevard. Security lighting will also be installed and dispersed through the parking areas and any designated walkways. The proposed development will be required to adhere to all development standards as listed in Chapter 17.30.030 - *Property development standards* and 17.54 - *Off-street Parking and Loading* of the City of Coachella Municipal Code. The proposed project site plan, landscape plan, and lighting plan demonstrate compliance with all development standards including outdoor lighting.

Finally, the project proposes an electronic billboard to be located in the northern half of the site, adjacent to the SR-86 right of way. The billboard will be subject to approval by Caltrans as it relates to light levels, and must be designed to emit no greater light levels or changes in messages than established by Caltrans requirements. These standards will ensure that the lighting emanating from the billboard will be less than significant for travelers on SR-86.

Therefore, 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 and impacts would be less than significant.

3.1.4 Mitigation

No mitigation required.

3.1.5 Level of Significance after Mitigation

Less than Significant.

3.2 Agriculture and Forestry Resources

3.2.1 Sources

- *City of Coachella General Plan Update 2035*

3.2.2 Environmental Setting

The project site is presently vacant, and the ground surface is covered with scattered desert brush, weeds, and minor debris. The project site has an existing ground surface elevation range from about 120 to 112 feet below mean sea level (MSL). The project site is not zoned for agricultural use nor is it currently used for agriculture.

The City's General Plan 2035 and Zoning Map designate the approximate 44-acre project site as M-H. No parcels of the project site are under an active Williamson Act contract. The Farmland Mapping and Monitoring Program (FMMP) designates the project site as Farmland of Local Importance, which is defined as land of importance to the local agricultural economy as determined by each County. Per the California Department of Conservation, Riverside County defines the Farmland of Local Importance as the following:

- Soils that would be classified as Prime and Statewide but lack available irrigation water;
- Lands planted to dryland crops of barley, oats, and wheat;
- Lands producing major crops for Riverside County but that are not listed as Unique crops;
- These crops are identified as returning one million or more dollars on the 1980 Riverside County Agriculture Crop Report. Crops identified are permanent pasture (irrigated), summer squash, okra, eggplant, radishes, and watermelons; Dairylands, including corrals, pasture, milking facilities, hay and manure storage areas if accompanied with permanent pasture or hayland of 10 acres or more
- Lands identified by city or county ordinance as Agricultural Zones or Contracts, which includes Riverside City "Proposition R" lands; and
- Lands planted to jojoba which are under cultivation and are of producing age.

Regulatory Setting

California Land Conservation Act of 1965 (Williamson Act)

The California Land Conservation Act of 1965 (the Williamson Act, Government Code Sections 51200 through 51297.4) encourages the preservation of agricultural lands through tax incentives due to the increasing trend toward the conversion of agricultural lands to urban uses. The act enables counties and cities to designate agricultural preserves (Williamson Act lands) and within these preserves, offer preferential taxation to agricultural landowners based on the agricultural income producing value of the property. Essentially, this approach ties real estate tax rates to the agricultural value of the land rather that the market rate, which can escalate rapidly as areas around a farm or dairy convert to urban uses. In return for the preferential tax rate, the landowner is required to sign a contract with the county or city agreeing not to develop the land with non-agricultural uses for a minimum of 10 years. On the ten-year anniversary, the date of the contract it is renewed automatically, unless a notice of non-renewal or petition for cancellation is filed.

3.2.3 Impacts

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
AGRICULTURAL AND FORESTRY RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the Project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act Contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526) or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

a-e. No Impact. According to mapping information available from the California Department of Conservation's (CDC) Farmland Mapping and Monitoring Program (FMMP), the project site is classified as Farmland of Local Importance. Accordingly, the project site does not contain any lands mapped by the FMMP as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland); therefore, the project would not convert such Farmland to non-agricultural use. Furthermore, the project site is not under a Williamson Act contract. There are no lands designated or used for forestry in the City or the surrounding area. Lastly, the project site is zoned for M-H under existing conditions and would be re-zoned to M-Sand C-G; therefore, the project would not conflict with zoning for agricultural use or result in the loss of forest land or convert forest land or timberland to non-forest land. Therefore, no impacts would occur and no mitigation is required.

3.2.4 Mitigation

No mitigation required.

3.2.5 Level of Significance after Mitigation

Less than Significant.

3.3 Air Quality

3.3.1 Sources

- *Vista Environmental, Air Quality, Energy, Greenhouse Gas Emissions and Health Risk Assessment Impact Analysis Coachella Airport Business Park Project*, *March 27, 2021* (Appendix A)

3.3.2 Environmental Setting

The project site is located in the Salton Sea Air Basin (SSAB), which is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The SCAQMD is one of the 35 air quality regulatory agencies in the State of California and all development within the SSAB is subject to SCAQMD's 2022 Air Quality Management Plan (2022 AQMP) and the 2003 Coachella Valley PM10 State Implementation Plan (2003 CV PM10 SIP). The SCAQMD operates and maintains regional air quality monitoring stations at numerous locations throughout its jurisdiction.

The SSAB exceeds state and federal standards for fugitive dust (PM10) and ozone (O3) and is in attainment/unclassified for PM2.5. Ambient air quality in the SSAB, including the project site, does not exceed state and federal standards for carbon monoxide, nitrogen dioxides, sulfur dioxide, lead, sulfates, hydrogen sulfide, or Vinyl Chloride.

3.3.3 Impacts

	Potentially Significant Impact	**Less than Significant with Mitigation Incorporated**	**Less than Significant Impact**	**No Impact**
AIR QUALITY – Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	☐	☒	☐
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

a. Less than Significant Impact. The proposed project would not conflict with or obstruct implementation of the South Coast Air Quality Management District (SCAQMD) Air Quality Management Plan (AQMP). The following section discusses the proposed project's consistency with the SCAQMD AQMP.

SCAQMD Air Quality Management Plan

The California Environmental Quality Act (CEQA) requires a discussion of any inconsistencies between a proposed project and applicable General Plans and regional plans (CEQA Guidelines Section 15125). The regional plan that applies to the proposed project includes the SCAQMD AQMP.

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." Strict consistency with all aspects of the plan is usually not required. A proposed project should be 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 of consistency:

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

Both of these criteria are evaluated below.

Criterion 1 - Increase in the Frequency or Severity of Violations?

Based on the air quality modeling analysis contained in the *Air Quality, Energy, Greenhouse Gas Emissions and Health Assessment Impact Analysis* prepared by Vista Environmental (*Appendix A*), short-term regional construction air emissions would not result in significant impacts based on SCAQMD regional thresholds of significance discussed in Sections 9.1 and 9.2 of *Appendix A*. The ongoing operation of the proposed project would generate air pollutant emissions that are inconsequential on a regional basis and would not result in significant impacts based on SCAQMD thresholds of significance discussed in Section 9.1 of *Appendix A*. The analysis for long-term local air quality impacts showed that local pollutant concentrations would not exceed the air quality standards. Therefore, a less-than-significant long-term impact would occur and no mitigation would be required.

Based on the information provided above, the proposed project would be consistent with the first criterion.

Criterion 2 - Exceed Assumptions in the AQMP?

Consistency with the AQMP assumptions is determined by performing an analysis of the proposed project with the assumptions in the AQMP. The emphasis of this criterion is to ensure that the analyses conducted for the proposed project are based on the same forecasts as the AQMP. The AQMP is developed through use of the planning forecasts provided in the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and Federal Transportation Improvement Program (FTIP). The RTP/SCS is a major planning document for the regional transportation and land use network within Southern California. The RTP/SCS is a long-range plan that is required by federal and state requirements placed on SCAG and is updated every four years. The FTIP provides long-range planning for future transportation improvement projects that are constructed with state and/or federal funds within Southern California. 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 this project, the City of Coachella General Plan's Land Use Plan defines the long range land use assumptions that are represented in AQMP.

The project site is currently designated Industrial District in the General Plan and is zoned Heavy-Industrial (M-H). The proposed project's land uses of 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, are allowed land uses in the Light Industrial land use designation. The proposed project includes a change of zone from the existing M-H to Manufacturing Service (M-S) and C-G. The change of zone to M-S will allow for the proposed project to include cannabis cultivation, processing, testing, manufacturing and/or wholesale distribution. The C-G zone allows the drive-through and service station uses with approval of a conditional use permit.

Although the proposed project is requesting a zone change, the requested change in designation is primarily to allow for cannabis uses within the proposed industrial park, which would not alter the vehicle trips or other parameters utilized by SCAG in generating the forecasts provided in the RTP/SCS. 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. As such, the proposed project is not anticipated to exceed the AQMP assumptions for the project site and is found to be consistent with the AQMP for the second criterion.

Based on the above, the proposed project would not result in an inconsistency with the SCAQMD AQMP. Therefore, a less-than-significant impact would occur in relation to implementation of the AQMP.

b. Less than Significant Impact. 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.

The SCAQMD has published a report on how to address cumulative impacts from air pollution: White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution (http://www.aqmd.gov/docs/default-source/Agendas/Environmental-Justice/cumulative-impacts-working-group/cumulative-impacts-white-paper.pdf). In this report the AQMD clearly states (Page D-3):

"*…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. It should be noted that the HI is only*

one of three TAC emission significance thresholds considered (when applicable) in a CEQA analysis. The other two are the maximum individual cancer risk (MICR) and the cancer burden, both of which use the same significance thresholds (MICR of 10 in 1 million and cancer burden of 0.5) for project specific and cumulative impacts. Projects that exceed the project-specific significance thresholds are considered by the SCAQMD to be cumulatively considerable. This is the reason project-specific and cumulative significance thresholds are the same. Conversely, projects that do not exceed the project-specific thresholds are generally not considered to be cumulatively significant."

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

Construction Emissions

The construction activities for the proposed project are anticipated to include site preparation and grading of the 44-acre-acre project 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-Related Regional Impacts

The CalEEMod model has been utilized to calculate the construction-related regional emissions from the proposed project and the input parameters utilized in this analysis have been detailed in Section 8.1 of the Impact Analysis. The worst-case summer or winter daily construction-related criteria pollutant emissions from the proposed project for each phase of construction activities are shown below in Table 4. Since it is possible that building construction, paving, and architectural coating activities may occur concurrently towards the end of the building construction phase, Table 4 also shows the combined regional criteria pollutant emissions from building construction (year 2024), paving and architectural coating phases of construction.

Table 5 Construction-Related Regional Criteria Pollutant Emissions

Activity	Pollutant Emissions (pounds/day)					
	VOC	NOx	CO	SO_2	PM10	PM2.5
Site Preparation (Year 2021)[1]						
Onsite[2]	3.89	40.50	21.15	0.04	10.17	6.35
Offsite[3]	0.08	0.56	0.61	0.00	0.18	0.05
Total	**3.97**	**41.06**	**21.76**	**0.04**	**10.36**	**6.40**
Grading (Year 2021)[1]						
Onsite[2]	6.05	67.81	44.89	0.09	6.74	4.21
Offsite[3]	0.27	8.23	1.75	0.03	1.40	0.38
Total	**6.32**	**76.04**	**46.63**	**0.12**	**8.13**	**4.60**
Building Construction (Year 2022)						
Onsite	1.71	15.62	16.36	0.03	0.81	0.76
Offsite	1.68	12.90	12.10	0.06	3.95	1.09

Activity	Pollutant Emissions (pounds/day)					
	VOC	NOx	CO	SO_2	PM10	PM2.5
Total	**3.38**	**28.51**	**28.46**	**0.09**	**4.76**	**1.85**
Combined Year 2024 Building Construction, Paving, and Architectural Coatings						
Onsite	33.98	24.19	32.60	0.05	1.14	1.07
Offsite	1.73	10.06	12.49	0.06	4.70	1.29
Total	**35.71**	**34.25**	**45.09**	**0.12**	**5.85**	**2.35**
Maximum Daily Construction Emissions	**35.71**	**76.04**	**46.63**	**0.12**	**10.36**	**6.40**
SCQAMD Thresholds	**75**	**100**	**550**	**150**	**150**	**55**
Exceeds Threshold?	No	No	No	No	No	No

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.
Source: CalEEMod Version 2016.3.2.

Table 4 **Error! Reference source not found.**shows that none of the analyzed criteria pollutants would exceed the regional emissions thresholds during either 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.

Construction-Related Local Impacts

Construction-related 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 Air Basin.

The local air quality emissions from construction were analyzed through utilizing the methodology described in *Localized Significance Threshold Methodology* (LST Methodology), prepared by SCAQMD, revised October 2009. The LST Methodology found the primary criteria pollutant emissions of concern are (nitrogen oxides) NOx, (carbon monoxide) CO, (particulate matter less than 10 micrometer in diameter) PM10, and PM2.5 (particulate matter less than 2.5 micrometer in diameter). In order to determine if any of these pollutants require a detailed analysis of the local air quality impacts, each phase of construction was screened using the SCAQMD's Mass Rate LST Look-up Tables. The Look-up Tables were developed by the SCAQMD in order to readily determine if the daily onsite emissions of CO, NOx, PM10, and PM2.5 from the proposed project could result in a significant impact to the local air quality.

Table 5 shows the onsite emissions from the CalEEMod model for the different construction phases and the calculated localized emissions thresholds that have been detailed in Section 9.2 of *Appendix A*. Since it is possible that building construction, paving, and architectural coating activities may occur concurrently towards the end of the building construction phase, Table 5 also shows the combined local criteria pollutant emissions from year 2024 building construction, paving and architectural coating phases of construction.

Table 6 Construction-Related Local Criteria Pollutant Emissions

Construction Phase	Pollutant Emissions (pounds/day)[1]			
	NOx	CO	PM10	PM2.5
Site Preparation[2]	40.57	21.23	10.20	6.36
Grading[2]	68.83	45.11	6.91	4.26

Construction Phase	Pollutant Emissions (pounds/day)[1]			
	NOx	CO	PM10	PM2.5
Building Construction (Year 2022)	17.23	17.88	1.30	0.90
Combined Building Construction (Year 2024), Paving and Architectural Coatings	27.99	34.57	1.93	1.41
Maximum Daily Construction Emissions	**68.83**	**45.11**	**10.20**	**6.36**
SCAQMD Local Construction Thresholds[3]	**270**	**1,746**	**14**	**8**
Exceeds Threshold?	No	No	No	No

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.
Source: Calculated from SCAQMD's Mass Rate Look-up Tables for five acres in Air Monitoring Area 30, Coachella Valley.

The data provided in Table 5 shows 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. Therefore, a less-than-significant local air quality impact would occur from construction of the proposed project.

Operational Emissions

The on-going operation of the proposed project would result in a long-term increase in air quality emissions. This increase would be due to 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. The following section provides an analysis of potential long-term air quality impacts due to regional air quality and local air quality impacts with the on-going operations of the proposed project.

Operations-Related Regional Criteria Pollutant Analysis

The operations-related regional criteria air quality impacts created by the proposed project have been analyzed through use of the CalEEMod model and the input parameters utilized in this analysis have been detailed in Section 8.1 of *Appendix A*. The worst-case summer or winter (volatile organic compounds) VOC, NOx, CO, SO_2, PM10, and PM2.5 daily emissions created from the proposed project's long-term operations have been calculated and are summarized below in Table 6.

Table 7 Operational Regional Criteria Pollutant Emissions

Activity	Pollutant Emissions (pounds/day)					
	VOC	NOx	CO	SO_2	PM10	PM2.5
Area Sources[1]	17.51	0.00	0.13	0.00	0.00	0.00
Energy Usage[2]	0.10	0.87	0.73	0.01	0.07	0.07
Mobile Sources[3]	7.14	38.51	39.68	0.20	12.01	3.30
Off-Road Equipment[4]	0.52	4.91	6.80	0.01	0.26	0.24
Total Emissions	**25.27**	**44.29**	**47.35**	**0.22**	**12.34**	**3.61**
SCQAMD Operational Thresholds[5]	**75**	**100**	**550**	**150**	**150**	**55**
Exceeds Threshold?	No	No	No	No	No	No

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.

Activity	Pollutant Emissions (pounds/day)					
	VOC	NOx	CO	SO_2	PM10	PM2.5

[4] Off-road equipment consists of emissions from forklifts utilized onsite (Project Design Feature 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.
Source: Calculated from CalEEMod Version 2016.3.2.

The data provided in Table 6 shows that none of the analyzed criteria pollutants would exceed the regional emissions thresholds. Therefore, a less-than-significant regional air quality impact would occur from operation of the proposed project.

Friant Ranch Case

The operations-related regional criteria air quality impacts In *Sierra Club v. County of Fresno* (2018) 6 Cal.5th 502 (also referred to as "*Friant Ranch*"), the California Supreme Court held that when an EIR concluded that when a project would have significant impacts to air quality impacts, an EIR should "make a reasonable effort to substantively connect a project's air quality impacts to likely health consequences." In order to determine compliance with this Case, the Court developed a multi-part test that includes the following:

1) The air quality discussion shall describe the specific health risks created from each criteria pollutant, including diesel particulate matter.

This Analysis details the specific health risks created from each criteria pollutant in Section 4.1 of the Impact Analysis and specifically in **Error! Reference source not found.**. In addition, the specific health risks created from diesel particulate matter is detailed in Section 2.2 of the *Impact Analysis*. As such, this analysis meets the part 1 requirements of the Friant Ranch Case.

2) The analysis shall identify the magnitude of the health risks created from the Project. The Ruling details how to identify the magnitude of the health risks. Specifically, on page 24 of the ruling it states "The Court of Appeal identified several ways in which the EIR could have framed the analysis so as to adequately inform the public and decision makers of possible adverse health effects. The County could have, for example, identified the Project's impact on the days of nonattainment per year."

The Friant Ranch Case found that an EIR's air quality analysis must meaningfully connect the identified air quality impacts to the human health consequences of those impacts, or meaningfully explain why that analysis cannot be provided. As noted in the Brief of Amicus Curiae by the SCAQMD in the Friant Ranch case (Brief), SCAQMD has among the most sophisticated air quality modeling and health impact evaluation capability of any of the air districts in the State, and thus it is uniquely situated to express an opinion on how lead agencies should correlate air quality impacts with specific health outcomes. 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 air toxic contaminants, location of emission points, velocity of emissions, the meteorology and topography of the area, and the location of receptors (worker and residence). The Brief states that 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)). Even where a health risk assessment can be prepared, however, the resulting maximum health risk value is only a calculation of risk, it does not necessarily mean anyone will contract cancer as a result of the Project. The Brief also cites the author of the CARB methodology, which reported that a PM2.5 methodology is not suited for small projects and may yield unreliable results. Similarly, SCAQMD staff does not currently know of a way to accurately

quantify ozone-related health impacts caused by NOX or VOC emissions from relatively small projects, due to photochemistry and regional model limitations. The Brief concludes, with respect to the Friant Ranch EIR, that although it may have been technically possible to plug the data into a methodology, the results would not have been reliable or meaningful.

On the other hand, for extremely large regional projects (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 ozone. As shown above in Table 4, project-related construction activities would generate a maximum of 35.71 pounds per day of VOC and 76.04 pounds per day of NOx and as shown above in Table 6, operation of the proposed project would generate 25.27 pounds per day of VOC and 44.29 pounds per day NOx. The proposed project would not generate anywhere near these levels of 6,620 pounds per day of NOx or 89,190 pounds per day of VOC emissions. Therefore, the proposed project's emissions are not sufficiently high to use a regional modeling program to correlate health effects on a basin-wide level.

The analysis above does evaluate 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. As evaluated in this analysis, the proposed project would not result in emissions that exceeded the SCAQMD's LSTs. Therefore, the proposed project would not be expected to exceed the most stringent applicable federal or state ambient air quality standards for emissions of CO, NOX, PM10, and PM2.5.

Operations-Related Local Air Quality Impacts

Project-related 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 Air Basin. 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. The following analyzes the vehicular CO emissions and local impacts from on-site operations.

Local CO Hotspot Impacts from Project-Generated Vehicular Trips

CO is 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.

At the time of the 1993 Handbook, the Air Basin was designated nonattainment under the CAAQS and NAAQS for CO. With the turnover of older vehicles, introduction of cleaner fuels, and implementation of control technology on industrial facilities, CO concentrations in the Air Basin and in the state have steadily declined. In 2007, the Air Basin was designated in attainment for CO under both the CAAQS and NAAQS. SCAQMD conducted a CO hot spot analysis for attainment at the busiest intersections in Los Angeles during

the peak morning and afternoon periods and did not predict a violation of CO standards[1]. Since the nearby intersections to the proposed project are much smaller with less traffic than what was analyzed by the SCAQMD, no local CO Hotspot are anticipated to be created from the proposed project and no CO Hotspot modeling was performed. Therefore, a less-than-significant long-term air quality impact is anticipated to local air quality with the on-going use of the proposed project.

Local Criteria Pollutant Impacts from Onsite Operations

Project-related air emissions from onsite sources such as architectural coatings, landscaping equipment, and onsite usage of natural gas appliances may have the potential to create emissions areas 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 to the local air quality. Table 7 shows the onsite emissions from the CalEEMod model that includes area sources, energy usage, onsite off-road equipment, and vehicles operating in the immediate vicinity of the project site and the calculated emissions thresholds.

Table 8 Operations-Related Local Criteria Pollutant Emissions

Onsite Emission Source	Pollutant Emissions (pounds/day)			
	NOx	CO	PM10	PM2.5
Area Sources	0.00	0.13	0.00	0.00
Energy Usage	0.87	0.73	0.07	0.07
Mobile Sources[1]	4.81	4.96	1.50	0.41
Off-Road Equipment[2]	4.91	6.80	0.26	0.24
Total Emissions	**10.59**	**12.63**	**1.83**	**0.72**
SCAQMD Local Operational Thresholds[3]	**304**	**2,292**	**4**	**2**
Exceeds Threshold?	No	No	No	No

Notes:

[1] Mobile sources based on 1/8 of the gross vehicular emissions, which is the estimated portion of vehicle emissions occurring within a quarter mile of the project site.

[2] Off-road equipment consists of emissions from forklifts utilized onsite (Project Design Feature 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.

Source: Calculated from SCAQMD's Mass Rate Look-up Tables for five acres in Air Monitoring Area 30, Coachella Valley.

The data provided in Table 7 shows that the on-going operations of the proposed project would not exceed the local NOx, CO, PM10 and PM2.5 thresholds of significance discussed in Section 9.2 of *Appendix A*. Therefore, the on-going operations of the proposed project would create a less-than-significant operations-related impact to local air quality due to onsite emissions and no mitigation would be required.

Therefore, the proposed project would not result in a cumulatively considerable net increase of any criteria pollutant.

[1] The four intersections analyzed by the SCAQMD were: Long Beach Boulevard and Imperial Highway; Wilshire Boulevard and Veteran Avenue; Sunset Boulevard and Highland Avenue; and La Cienega Boulevard and Century Boulevard. The busiest intersection evaluated (Wilshire and Veteran) had a daily traffic volume of approximately 100,000 vehicles per day with LOS E in the morning and LOS F in the evening peak hour.

c. Less than Significant Impact. The proposed project would not expose sensitive receptors to substantial pollutant concentrations. The local concentrations of criteria pollutant emissions produced in the nearby vicinity of the proposed project, which may expose sensitive receptors to substantial concentrations have been calculated in Section 10.3 of *Appendix A* for both construction and operations, which are discussed separately below. The discussion below also includes an analysis of the potential impacts from local criteria pollutant and toxic air contaminant emissions. The nearest sensitive receptors to the project site are mobile home park residences located across Airport Boulevard as near as 50 feet to the south of the project site.

Construction-Related Sensitive Receptor Impacts

Construction activities may expose sensitive receptors to substantial pollutant concentrations of localized criteria pollutant concentrations and from toxic air contaminant emissions created from onsite construction equipment, which are described below.

Local Criteria Pollutant Impacts from Construction

The local air quality impacts from construction of the proposed project have been analyzed in Section 10.3 of *Appendix A* and found that the construction of the proposed project would not exceed the local NOx, CO, PM10 and PM2.5 thresholds of significance discussed in Section 9.2 of *Appendix A*. Therefore, construction of the proposed project would create a less-than-significant construction-related impact to local air quality and no mitigation would be required.

Toxic Air Contaminants Impacts from Construction

The greatest potential for toxic air contaminant emissions would be related to diesel particulate matter (DPM) emissions associated with heavy equipment operations during construction of the proposed project. According to SCAQMD methodology, health effects from carcinogenic air toxics are usually described in terms of "individual cancer risk". "Individual Cancer Risk" is the likelihood that a person exposed to concentrations of toxic air contaminants over a 70-year lifetime will contract cancer, based on the use of standard risk-assessment methodology. It should be noted that the most current cancer risk assessment methodology recommends analyzing a 30 year exposure period for the nearby sensitive receptors (OEHHA, 2015).

Given the relatively limited number of heavy-duty construction equipment, the varying distances that construction equipment would operate to the nearby sensitive receptors, and the short-term construction schedule, the proposed project would not result in a long-term (i.e., 30 or 70 years) substantial source of toxic air contaminant emissions and corresponding individual cancer risk. In addition, California Code of Regulations Title 13, Article 4.8, Chapter 9, Section 2449 regulates emissions from off-road diesel equipment in California. This regulation limits idling of equipment to no more than five minutes, requires equipment operators to label each piece of equipment and provide annual reports to CARB of their fleet's usage and emissions. This regulation also requires systematic upgrading of the emission Tier level of each fleet, and currently no commercial operator is allowed to purchase Tier 0 or Tier 1 equipment and by January 2023 no commercial operator is allowed to purchase Tier 2 equipment. In addition to the purchase restrictions, equipment operators need to meet fleet average emissions targets that become more stringent each year between years 2014 and 2023. Therefore, due to the limitations in off-road construction equipment DPM emissions from implementation of Section 2448, a less-than-significant short-term toxic air contaminant impacts would occur during construction of the proposed project. As such, construction of the proposed project would result in a less-than-significant exposure of sensitive receptors to substantial pollutant concentrations.

Operations-Related Sensitive Receptor Impacts

The on-going operations of the proposed project may expose sensitive receptors to substantial pollutant concentrations of local CO emission impacts from the project-generated vehicular trips and from the potential local air quality impacts from onsite operations. The following analyzes the vehicular CO emissions. Local criteria pollutant impacts from onsite operations, and toxic air contaminant impacts.

Local CO Hotspot Impacts from Project-Generated Vehicle Trips

CO is 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 impacts to sensitive receptors. The analysis provided in Section 9.3 of *Appendix A* shows that no local CO Hotspots are anticipated to be created at any nearby intersections from the vehicle traffic generated by the proposed project. Therefore, operation of the proposed project would result in a less-than-significant exposure of offsite sensitive receptors to substantial pollutant concentrations.

Local Criteria Pollutant Impacts from Onsite Operations

The local air quality impacts from the operation of the proposed project would occur from onsite sources such as architectural coatings, landscaping equipment, and onsite usage of natural gas appliances. The analysis provided in Section 9.3 of *Appendix A* found that the operation of the proposed project would not exceed the local NOx, CO, PM10 and PM2.5 thresholds of significance discussed in Section 8.2 of *Appendix A*. Therefore, the on-going operations of the proposed project would create a less-than-significant operations-related impact to local air quality due to on-site emissions and no mitigation would be required.

Operations-Related Toxic Air Contaminant Impacts

The proposed project consists of development of a business park that would generate DPM emissions from truck traffic and delivery trucks and would generate emissions from gasoline dispensing and storage activities, which is also a known source of TAC emissions.

Proposed Gas Station Toxic Air Contaminant Emissions

The proposed project would include a 10 fueling position gas station on the southeastern portion of the project site that is anticipated to have a maximum throughput of 2.0 million gallons of gasoline per year. According to guidance provided by SCAQMD staff, the distance to nearest residents entered into SCAQMD's RiskTool is based on the distance from the nearest residential property line to the center of the proposed gas station canopy, which measures 160 feet (49 meters) for the proposed gas station distance to the mobile home park to the south.

The RiskTool found that the proposed project would create a cancer risk of 3.3 per million persons at the mobile homes to the south. The project-related cancer risk of 3.3 per million persons would be within the SCAQMD's threshold of 10 per million detailed in Section 9.3 of *Appendix A*. As such, the TAC emissions and associated cancer risks from the proposed gas station would result in a less-than-significant impact to the nearby residents.

Proposed Diesel Truck Toxic Air Contaminant (TAC) Emissions

Operation of the proposed project would generate diesel truck emissions, which are known sources of TACs, from truck traffic and delivery trucks. The TAC impacts to the nearby sensitive receptors have been analyzed through use of the AERMOD model and the model input parameters detailed in Section 6.3 of *Appendix A*. Health risks from TACs are twofold. First, TACs are carcinogens according to the State of

California. Second, short-term acute and long-term chronic exposure to TACs can cause health effects to the respiratory system. Each of these health risks is discussed below.

Cancer Risks

Table 8 provides a summary of the calculated diesel emission concentrations at the nearest sensitive receptors and Appendices D, E, and F of *Appendix A* provide the AERMOD printouts.

Table 9 Diesel Truck DPM Emissions Cancer Risks at Nearby Sensitive Receptors

Sensitive Receptor[1]	Receptor Location		Annual PM10 Concentration (µg/m^3)			Cancer Risk Per Million People[2]
	X	Y	2025-2027	2027- 2041	2041-2054	
1	580,086	3,722,773	0.0025	0.0022	0.0021	1.8
2	580,122	3,722,774	0.0030	0.0027	0.0025	2.1
3	580,172	3,722,775	0.0030	0.0026	0.0025	2.1
4	580,242	3,722,717	0.0017	0.0015	0.0014	1.2
5	580,289	3,722,738	0.0018	0.0016	0.0015	1.2
6	580,337	3,722,732	0.0016	0.0014	0.0013	1.1
7	579,963	3,722,704	0.0010	0.0009	0.0009	0.7
8	579,927	3,722,644	0.0008	0.0007	0.0007	0.5
9	579,519	3,722,783	0.0007	0.0006	0.0006	0.5
10	579,466	3,722,781	0.0006	0.0006	0.0005	0.4
11	579,393	3,722,779	0.0006	0.0005	0.0005	0.4
					Threshold of Significance	**10**
					Exceed Threshold?	**No**

Notes:
[1] The locations of each Sensitive Receptor are shown above in Figure 3.
[2] The residential cancer risk based on: C_{air} (2022-2023) * 342 + C_{air} (2023-2038) * 362 + C_{air} (2038-2051) * 39.5.
Source: Calculated from ISC-AERMOD View Version 9.9.0.

Table 8 shows that the cancer risk from the proposed project's diesel truck TAC emissions would be as high as 2.1 per million persons at the mobile homes located south of the project site (Sensitive Receptors 2 and 3). When combined with the gas station TAC emissions, this would result in a cancer risk as high as 5.4 per million persons at the mobile homes located south of the project site. The combined project-related cancer risk from diesel truck and gas station TAC emissions would be within the SCAQMD's threshold of 10 per million persons. Therefore, operation of the proposed project 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, which are detailed below.

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. The chronic hazard index is based on the most impacted sensitive receptor from the proposed project and is calculated from the annual average concentrations of PM10.

As shown above in Table 8, the AERMOD model found that the highest annual off-site concentration is 0.0030 µg/m^3 for DPM chronic non-cancer risk emissions. The resulting Hazard Index is: HI_{DPM} = 0.0030 / 5 = 0.0006. The criterion for significance is a Chronic Hazard Index increase of 1.0 or greater, which is detailed in Section 9.3 of *Appendix A*. Therefore, the on-going operations of the proposed project would result in a less-than-significant impact due to the non-cancer chronic health risk from TAC emissions created by the proposed project.

Acute Health Impacts
Acute health effects are characterized by sudden and severe exposure and rapid absorption of a TAC. Normally, a single large exposure is involved. Acute health effects are often treatable and reversible. The acute hazard index is calculated from the maximum 24-hour concentrations of PM10 at the point of maximum impact (PMI), which has been calculated with the AERMOD model and the parameters detailed in Section 8.3 of *Appendix A*.

The AERMOD model found that the highest 24-hour concentration at the PMI is 0.0054 µg/m^3 for DPM equivalent acute non-cancer risk emissions and Appendix D of *Appendix A* provides the 24-hour concentrations during year 2025-2027 operations, which was found to create the highest 24-hour DPM concentrations in the AERMOD model. The resulting Hazard Index is: AHI = 0.0054 / 2,189 = 0.0000025. The criterion for significance is an Acute Hazard Index increase of 1.0 or greater, which is detailed in Section 9.3 of *Appendix A*. Therefore, the on-going operations of the proposed project would result in a less-than-significant impact due to the non-cancer acute health risk from TAC emissions created by the proposed project.

In conclusion, operation of the proposed project would result in a less-than-significant exposure of sensitive receptors to substantial pollutant concentrations.

d. Less than Significant Impact. Individual responses to odors are highly variable and can result in a variety of effects. Generally, the impact of an odor results from a variety of factors such as frequency, duration, offensiveness, location, and sensory perception. The frequency is a measure of how often an individual is exposed to an odor in the ambient environment. The intensity refers to an individual's or group's perception of the odor strength or concentration. The duration of an odor refers to the elapsed time over which an odor is experienced. The offensiveness of the odor is the subjective rating of the pleasantness or unpleasantness of an odor. The location accounts for the type of area in which a potentially affected person lives, works, or visits; the type of activity in which he or she is engaged; and the sensitivity of the impacted receptor.

Sensory perception has four major components: detectability, intensity, character, and hedonic tone. The detection (or threshold) of an odor is based on a panel of responses to the odor. There are two types of thresholds: the odor detection threshold and the recognition threshold. The detection threshold is the lowest concentration of an odor that will elicit a response in a percentage of the people that live and work in the immediate vicinity of the project site and is typically presented as the mean (or 50 percent of the population). The recognition threshold is the minimum concentration that is recognized as having a characteristic odor quality, this is typically represented by recognition by 50 percent of the population. The intensity refers to the perceived strength of the odor. The odor character is what the substance smells like. The hedonic tone is a judgment of the pleasantness or unpleasantness of the odor. The hedonic tone varies in subjective experience, frequency, odor character, odor intensity, and duration. Potential odor impacts have been analyzed separately for construction and operations below.

Construction-Related Odor Impacts

Potential sources that may emit odors during construction activities include the application of asphalt pavement and coatings such as, paints, and solvents and from emissions from diesel equipment. Standard construction requirements that limit the time of day when construction may occur as well as SCAQMD Rule 1108 that limits VOC content in asphalt and Rule 1113 that limits the VOC content in paints and solvents would minimize odor impacts from construction. As such, the objectionable odors that may be produced during the construction process would be temporary and would not likely be noticeable for extended periods of time beyond the project site's boundaries. Through compliance with the applicable regulations that reduce odors and due to the transitory nature of construction odors, a less than significant odor impact would occur and no mitigation would be required.

Operations-Related Odor Impacts

The proposed project would consist of the development of a business park that would include 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. In addition, commercial cannabis-related uses would be permitted.

Operation of the proposed project may create odors from commercial cannabis activities, gas dispensing activities, diesel truck emissions, and from trash storage bins. Pursuant to SCAQMD Rule 461, the proposed gas station will be required to utilize gas dispensing equipment that minimizes vapor and liquid leaks and requires that the equipment be maintained in proper working order, which will minimize odor impacts occurring from the gasoline and diesel dispensing facilities.

Pursuant to City regulations, permanent trash enclosures that protect trash bins from rain as well as limit air circulation would be required for the trash storage areas. Diesel truck emissions odors would be generated intermittently from truck loading and unloading activities at the project site and would not likely be noticeable for extended periods of time beyond the project site boundaries.

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. However, commercial cannabis operations 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. Terpenes are among the most common compounds produced by flowering plants and vary widely between each plant. Cannabis produces over 140 different terpenes and these chemicals are found in varying concentrations in different cannabis varieties. However, the City requires the control of odors associated with cannabis operations, and prohibits the emission of odors outside such an operation (Municipal Code Section 17.85.050). This standard ensures the odor control is factored into all operations, and that the City can control odor from cannabis facilities, should they occur on the project site. Therefore, with the implementation of existing City standards, impacts will be less than significant.

3.3.4 Mitigation

None required.

3.3.5 Level of Significance after Mitigation

Less than Significant.

3.4 Biological Resources

3.4.1 Sources

- *Rincon Consultants, Inc., Biological Resources Assessment Memorandum and Coachella Valley Multiple Species Habitat Conservation Plan Analysis for the Airport Business Park Project, Coachella, California, March 12, 2021* (Appendix B)

3.4.2 Environmental Setting

The City of Coachella is located within the plan area of the Coachella Valley Multiple Species Conservation Plan (CVMSHCP). The CVMSHCP is a comprehensive regional plan that balances growth projected in the Coachella Valley with the requirements of federal and State endangered species laws. The CVMSHCP includes approximately 1.2 million acres within the Coachella Valley and the surrounding mountains. The CVMSHCP required the creation of a Reserve System consisting of 21 existing Conservation Areas and new additional conservation areas to provide habitat to protect 27 sensitive plant and animal species. There are two Conservation Areas located within the City. The Thousand Palms Conservation Area overlays the northwestern corner of the City boundary. The East Indio Hills Conservation Area overlays the northern frontage of the City boundary. Additionally, the Desert Tortoise and Linkage Conservation Area encroaches upon the northern boundary of the City's Sphere of Influence.

Regulatory Setting

Federal

Federal Endangered Species Act

The federal Endangered Species Act (ESA) of 1973, as amended, provides for listing of endangered and threatened species of plants and animals and designation of critical habitat for listed animal species. The ESA also prohibits all persons subject to U.S. jurisdiction from "taking" endangered species, which includes any harm or harassment. Section 7 of the ESA requires that federal agencies, prior to project approval, consult the United States Fish and Wildlife Service (USFWS) and/or the National Marine Fisheries Service (NMFS) to ensure adequate protection of listed species that may be affected by the project.

Migratory Bird Treaty Act

Nesting birds are protected under the federal Migratory Bird Treaty (MBTA) of 1918. The MBTA provides protection for nesting birds that are both residents and migrants whether or not they are considered sensitive by resource agencies. The MBTA prohibits take of nearly all native birds. The MBTA makes it unlawful to take, possess, buy, sell, purchase, or barter any migratory bird listed under 50 CFR 10, including feathers or other parts, nests, eggs, or products, except as allowed by implementing regulations (50 CFR 21). The direct injury or death of a migratory bird, due to construction activities or other construction-related disturbance that causes nest abandonment, nestling abandonment, or forced fledging would be considered take under federal law. The USFWS, in coordination with California Department of Fish and Wildlife (CDFW) administers the MBTA. CDFW's authoritative nexus to MBTA is provided in the California Fish and Game Code (CFGC) Sections 3503.5 which protects all birds of prey and their nests and FGC Section 3800 which protects all non-game birds that occur naturally in the State.

3.4.3 Impacts

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
BIOLOGICAL RESOURCES – Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☒	☐	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☒	☐
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☒	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☒	☐	☐

a. Less than Significant Impact with Mitigation Incorporated. The California Natural Diversity Database (CNDDB)/California Native Plant Society (CNPS) query results conducted for the project site include 33 special-status plant species within five miles (for CNDDB) and 9-quadrangle search area (for CNPS) of the project site. Special-status plant species typically have specialized habitat requirements, including plant community types, soils, and elevational ranges. Of the 33 species, 32 are not expected to occur on site based on the project site's location and clear lack of suitable habitat (e.g., mountains, desert, elevation ranges). The remaining plant, gravel milk-vetch (*Astragalus sabulonum*; CNPR 2B.2) has low potential to occur based on the lack of local occurrences, the age of the nearest occurrences (over four decades since last seen), and lack of gravelly or coarse sandy soils that the species relies on (see Attachment B of *Appendix B*). No special-status plant species were observed during the site reconnaissance survey. No special-status

plant species have moderate or high potential to occur on site given the high disturbance, lack of suitable habitat, and low elevation on the project site. Impacts to special status plant species are not expected to occur as a result of project implementation.

The CNDDB query results include 13 special-status wildlife species within five miles of the project site. The potential for special-status wildlife species to occur on the site was assessed based on known distribution, habitat requirements, and existing site conditions. Of the 13 special-status wildlife species, one was observed on site and one was determined to have a moderate potential to occur on site (see Attachment B of *Appendix B*):

- Two black-tailed gnatcatchers (CDFW Watch List) were detected on site and confirmed present. Black-tailed gnatcatchers are common residents below 300 meters in desert wash habitats and less common in desert scrub (such as saltbush scrub) habitat where they clean insects and spiders from shrub foliage. They primarily nest in wooded desert wash habitat and occasional in desert scrub habitat. The project site provides suitable nesting habitat for black-tailed gnatcatcher.
- Crissal thrasher (*Toxostoma crissale*, CDFW SSC) was determined to have a moderate potential to occur on site. Crissal thrashers are fairly common in the Colorado River Valley, but uncommon in the rest of their range. They occupy dense thickets of shrubs in desert riparian and wash habitats, primarily utilizing mesquite (*Prosopis* species), ironwood (*Olneya tesota*), catclaw acacia (*Senegalia greggii*), and arrow weed. Arrow weed is present on site and may provide suitable habitat for resident thrashers in the Coachella Valley, but other plant species that crissal thrashers are associated with are not on site. The vegetation within the Stormwater Channel is sparse and actively maintained as part of the flood control channel and does not provide suitable nesting habitat for this species.

The project proposes the removal of vegetation that provides habitat for black-tailed gnatcatcher and may provide habitat for crissal thrasher. As such, the project may result in loss of such habitat, as well as potential injury or death to individuals. Direct impacts (e.g., injury or mortality) or indirect impacts (e.g., noise, dust) to these species may occur as a result of project activities. Implementation of a pre-construction clearance survey for these species (Mitigation Measure BIO-1, described below) is recommended to avoid and minimize potential impacts to a less-than-significant level. Suitable habitat for black-tailed gnatcatcher and crissal thrasher occurs north of the site as well, which would not be impacted by project activities and thus could continue to serve as suitable habitat for these species. Due to available suitable habitat north of the project, regionally available habitat for both species, and the implementation of preconstruction surveys for nesting birds, the project would have a less-than-significant effect on black-tailed gnatcatcher and crissal thrasher and both species will not be affected by range or distribution.

As noted above, vegetation on the project site could also provide suitable nesting habitat for common avian species that were observed during the reconnaissance survey. Bird nests and eggs are protected under the CFGC Section 3503 and the MBTA. Common species such as mourning dove (*Zenaida macroura*) and house finch (*Haemorhous mexicanus*) as well as sensitive species such as black-tailed gnatcatcher have the potential to nest in shrubs, even in highly disturbed settings. Direct impacts (e.g., injury or mortality) to nesting birds or indirect impacts (e.g., noise, dust) that disrupt nesting behavior and reproductive success would be significant. With implementation of Mitigation Measure BIO-1, pre-construction nesting bird surveys would reduce impacts to nesting birds to a less-than-significant level.

A Phase III A-2 Transmission Main Subsequent IS/MND (SCH #2019079095) was prepared in February 2022, which evaluated pipeline alignments that would be located in the same location as the proposed off-site

water line to the project site. According to the Subsequent IS/MND, the area where the pipelines are proposed provides suitable nesting habitat for numerous species of birds common in the area and nesting birds are likely to be present within the area during the bird nesting season. This off-site area also would require Mitigation Measure BIO-1 in order to ensure impacts to nesting birds would be less than significant.

b. No Impact. The entire project site is comprised of saltbush scrub or open habitat (*Schismus* groundcover with scattered saltbush) that is frequently subject to human activity including disking. No sensitive plant communities are present on the project site. The Coachella Valley Stormwater Channel is actively maintained for vegetation and riparian habitat is limited to active flow areas, which are approximately 300 feet west of the berm that separates the project site from the active floodplain. The active flow is far enough where direct and indirect impacts are not anticipated for riparian habitat. As stated in CVWD's Subsequent IS/MND (SCH #2019079095), the off-site improvements would avoid direct impacts to sensitive vegetation communities. Therefore, the project would not have a substantial adverse effect on any sensitive natural communities. No impact would occur.

c. Less than Significant. The entire project site is a disturbed site that has frequently been subject to human activity including disking. No potentially jurisdictional drainage features are present on the project site. The Coachella Valley Stormwater Channel is located adjacent to and west of the project site and is separated from the project site by a berm. While a formal jurisdictional delineation was not performed, the Whitewater River is classified as riverine by the National Wetland Inventory (NWI) and may potentially be under the jurisdiction of various regulatory agencies, including the CDFW, U.S. Army Corps of Engineers, and the Colorado River Regional Water Quality Control Board, as a federal and State water. The project does not propose any construction or operational activities that would directly impact the channel. Indirect impacts from potential storm water runoff, dust, or spills of hazardous materials during or after construction, would be less than significant as a result of the project's required compliance with a National Pollutant Discharge Elimination System (NPDES) Construction General Permit, and preparation and implementation of a Storm Water Pollution Prevent Plan (SWPPP) and best management practices. In addition, as mentioned in CVWD's Subsequent IS/MND, project off-site improvements would not impact the Channel. As a result, impacts would be less than significant.

d. Less than Significant Impact. The project site is located adjacent to and east of the Coachella Valley Stormwater Channel, north of Airport Boulevard, west of State Highway 86, and south of undeveloped desert land. The project site contains natural habitat that is separated from the habitat in the parcels to the north by a barbed wire fence. The western half of the parcel is currently mapped by the California Essential Habitat Connectivity (CEHC) project as a potential riparian connection, but vegetation within the active channel is regularly maintained and does not provide substantial habitat for riparian species and would not act as an essential riparian corridor. The project site is also separated from the Channel by a berm and the project and off-site improvements would avoid direct impacts to the connectivity the river provides for species able to utilize limited riparian habitat (as described under Section 3.4.3(c), above). Impacts to connectivity along the Channel would be limited to indirect impacts from noise or dust during construction or site use (once the project is implemented). The site is located near active roads and development and additional noise from site use would not result in greater amounts of ambient noise and dust compared to the current status quo. Therefore, impacts to wildlife movement would be considered less than significant.

e. No Impact. The proposed project is required to adhere with the City of Coachella's Municipal Code Chapter 12.24 and 12.28, *Street Trees and Palm Trees.* These ordinances require regular trimming and maintenance

and/or removal and no preservation is specified within the code. Removal of any trees on site (which are limited to tamarisk) would therefore not be in conflict with local ordinances. No impact would occur.

f. Less than Significant Impact with Mitigation Incorporated. The project is located within the CVMSHCP but are not located within a Conservation Area. As a result, proposed activities at the project would avoid direct impacts to the CVMSHCP Conservation Areas and would not conflict with the CVMSHCP Conservation Objectives. Species that are protected by the CVMSHCP include arroyo toad (*Anaxyrus californicus*), burrowing owl (*Athene cunicularia hypugea*), California black rail (*Laterallus jamaicensis coturniculus*), Coachella Valley fringe-toed lizard (*Uma inornata*), Coachella Valley Jerusalem cricket (*Stenopelmatus cahuilaensis*), Coachella Valley milk-vetch (*Astragalus lentiginosus* var. *coachellae*), crissal thrasher, desert pupfish (*Cyprinodon macularius*), desert tortoise (*Gopherus agassiizii*), flat-tailed horned lizard (*Phrynosoma mcallii*), gray vireo (*Vireo vicinior*), least Bell's vireo (*Vireo bellii pusillus*), LeConte's thrasher (*Toxostoma lecontei*), little San Bernardino Mountains linanthus (*Linanthus maculatus*), mecca aster (*Xylorhiza cognata*), orocopia sage (*Salvia greatae*), Palm Springs pocket mouse (*Perognathus longimembris bangsi*), Palm Springs round-tailed ground squirrel (*Xerospermophilus tereticaudus chlorus*), peninsular bighorn sheep distinct population segment (DPS) (*Ovis canadensis nelsoni* pop. 2), southwestern willow flycatcher (*Empidonax traillii extimus*), summer tanager (*Piranga rubra*), triple-ribbed milk-vetch (*Atragalus tricarinatus*), western yellow bat (*Lasiurus xanthinus*), yellow breasted chat (*Icteria virens*), yellow warbler (*Dendroica petechia brewsteri*), and Yuma clapper rail (*Rallus longirostris yumanensis*). Of these species, only the crissal thrasher has moderate potential to occur onsite and Palm Springs round-tailed ground squirrel has low potential to occur on site. In addition there is suitable habitat for black-tailed gnatcatchers, which were detected on site.

The project would not result in significant impacts to crissal thrasher or black-tailed gnatcatcher due to loss of habitat. While crissal thrasher were not detected during the reconnaissance survey, pre-construction nesting bird surveys (see Mitigation Measure BIO-1) would detect them should they move in onsite and are recommended for compliance with MBTA and CFGC. Therefore, the project would result in a less-than-significant impact with mitigation incorporated.

3.4.4 Mitigation

The following mitigation measure, and compliance with MBTA and CFGC requirements, would be required to reduce impacts to nesting birds to a less-than-significant level.

BIO-1 To avoid disturbance of nesting and special-status birds, including raptorial species protected by the MBTA and CFGC, activities related to the project, including, but not limited to, vegetation removal, ground disturbance, and construction and demolition shall occur outside of the bird breeding season (February 1 through August 30). If construction must begin within the breeding season, then a pre-construction nesting bird survey shall be conducted no more than 3 days prior to initiation of ground disturbance and vegetation removal activities. The nesting bird pre-construction survey shall be conducted within the project site, plus a 300-foot buffer (500-foot for raptors), on foot, and within inaccessible areas (i.e., private lands) afar using binoculars to the extent practical. The survey shall be conducted by a biologist familiar with the identification of avian species known to occur in southern California desert communities. If nests are found, an avoidance buffer (which is dependent upon the species, the proposed work activity, and existing disturbances associated with land uses outside of the site) shall be determined and demarcated by the biologist with bright orange construction fencing, flagging, construction lathe, or other means to mark the boundary. All construction personnel shall be notified as to the existence of the buffer zone and to avoid entering the buffer zone during the nesting

season. No ground disturbing activities shall occur within this buffer until the avian biologist has confirmed that breeding/nesting is completed and the young have fledged the nest. Encroachment into the buffer shall occur only at the discretion of the qualified biologist.

3.4.5 Level of Significance after Mitigation

With the incorporation of Mitigation Measure BIO-1, impacts to biological resources would be reduced to less than significant.

3.5 Cultural Resources

3.5.1 Sources

- *PaleoWest Archaeology, Cultural Resource Investigation in Support of the Coachella Airport Business Park Project, Riverside County, California, May 1, 2020* (Appendix C)

3.5.2 Environmental Setting

The project area 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 at less than 3 kilometers (2 miles) eastward to sea level at the city of Indio, some 10.5 kilometers (6.5 miles) northeast of the project.

The project site is relatively flat and vegetated with short and tall grasses, trees, and shrubs. The project site is an overgrown, vacant property that has been used for refuse dumping and off-road vehicle use. Ground visibility varied from 0 to 80 percent depending upon the density of vegetation. The central portion of the site is highly visible, however, the majority of the eastern edge of the site had no visibility due to dense grasses and trees. Sediments mostly consisted of tan/yellowish brown silty sand with small inclusions (15%). The Coachella Valley Stormwater Channel runs along the western border of the project site. No prehistoric or historic-period archaeological resources were identified in the project area during the survey conducted by PaleoWest on March 30, 2020.

3.5.3 Impacts

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
CULTURAL RESOURCES – Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?	☐	☐	☐	☒
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	☐	☒	☐	☐

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
c) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☒	☐	☐

a. No Impact. PaleoWest conducted a literature review, records search, and field survey on the project site. The records search indicated that no fewer than 22 cultural resources have been previously documented within one-mile of the project site, two of which are historic-period archaeological sites and 20 are historic-period built-environment resources (See Table 4-2 of *Appendix C*), however, none of these resources have been identified within the project site. One potentially significant historical resource is a segment of the Coachella Valley Stormwater Channel (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 recommend 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 the project's off-site improvement area. Therefore, the proposed project would not cause a substantial adverse change in the significance of a historical resource. No impact would occur.

b. Less than Significant Impact with Mitigation Incorporated. As discussed above, the records search indicated two (2) historic period archaeological sites and 20 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 project site. An archaeological sensitivity model for the Coachella Valley Stormwater Channel was prepared and it suggested that the former native vegetation was not of interest to Native inhabitants due to the abundance of alkali water making this area unappealing. The sensitivity model also concluded that the potential for discovering surface cultural resources in this area, including prehistoric resources is 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 require mitigation. Mitigation Measure CUL-1 would require construction monitoring to be conducted by a qualified cultural monitor for areas where ground disturbance is proposed. With implementation of Mitigation Measure CUL-1, the project would have less-than-significant impact on archaeological resources.

c. Less than Significant Impact with Mitigation Incorporated. The project site do not contain any cemeteries and no human remains were found on the site during the pedestrian survey conducted on March 30, 2020. However, there is always the possibility that human remains could be uncovered during ground disturbing activities. In the unexpected event that human remains are found during ground disturbing activities, those remains would require proper treatment in accordance with all applicable laws. Through the implementation of Mitigation Measure CUL-2, all construction work taking place within the vicinity of any 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 states that the County Coroner must be notified within 24 hours of the discovery of human remains. If the remains discovered are determined by the coroner to be of Native American

descent, the coroner shall 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 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 be less than significant.

3.5.4 Mitigation

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, work in the area shall cease and any deposits shall be treated according to federal, State, and local guidelines. No further grading is permitted in the area of the discovery until the City approves the appropriate measure to protect the discovered resources.

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.

If the County Coroner determines that the remains are of Native American decent, the Coroner must notify the 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.

3.5.5 Level of Significance after Mitigation

With the incorporation of Mitigation Measures CUL-1 and CUL-2, impacts to cultural resources would be reduced to less than significant.

3.6 Energy

3.6.1 Sources

- *Vista Environmental, Air Quality, Energy, Greenhouse Gas Emissions and Health Risk Assessment Impact Analysis Coachella Airport Business Park Project, March 17, 2021* (Appendix A)
- *City of Coachella General Plan Update 2035*

3.6.2 Environmental Setting

The proposed project would impact energy resources during construction and operation. Energy resources that would be potentially impacted include electricity, natural gas, and petroleum-based fuel supplies and distribution systems.

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. Imperial Irrigation District would supply electricity to the proposed project, which would be obtained from the proposed 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. Natural gas consumed in California is obtained from naturally occurring reservoirs, mainly located outside the State, and delivered through high-pressure transmission pipelines. The natural gas transportation system is a nationwide network and, therefore, resource availability is typically not an issue. Natural gas satisfies almost one-third of the State's total energy requirements and is used in electricity generation, space heating, cooking, water heating, industrial processes, and as a transportation fuel. Natural gas is measured in terms of cubic feet. Southern California Gas Company (SoCalGas) would supply natural gas to the proposed project.

Petroleum Fuels

Petroleum-based fuels currently account for a majority of the California's transportation energy sources and primarily consist of diesel and gasoline types of fuels. However, the state has been working on 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). Accordingly, petroleum-based fuel consumption in California has declined. In 2017, 1,052 million gallons of gasoline and 148 million gallons of diesel was sold in Riverside County.

3.6.3 Impacts

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Energy – Would the project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☒	☐
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐

a. Less than Significant Impact.

Construction Energy

The construction activities for the proposed project are anticipated to include site preparation and grading of the 44-acre-acre project site, building construction of the business park, paving of the onsite roads and parking areas and application of architectural coatings. The proposed project would consume energy resources during construction in three (3) general forms:

1. Petroleum-based fuels 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);

2. Electricity 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; and

3. Energy used in the production of construction materials, such as asphalt, steel, concrete, pipes, and manufactured or processed materials such as lumber and glass.

Construction-Related Electricity

During construction the proposed project would consume electricity to construct the new structures and infrastructure. The use of electricity from existing power lines rather than temporary diesel or gasoline powered generators would minimize impacts on fuel consumption. Electricity consumed during project construction would vary throughout the construction period based on the construction activities being performed. Such electricity demand would be temporary, nominal, and would cease upon the completion of construction. Overall, construction activities associated with the proposed project would require limited electricity consumption that would not be expected to have an adverse impact on available electricity supplies and infrastructure. Therefore, the use of electricity during project construction would not be wasteful, inefficient, or unnecessary. Since there are currently power lines in the vicinity of the project site, it is anticipated that only nominal improvements would be required to Imperial Irrigation District distribution lines and equipment with development of the proposed project. Compliance with City's guidelines and requirements would ensure that the proposed project fulfills its responsibilities relative to infrastructure installation, coordinates any electrical infrastructure removals or relocations, and limits any impacts associated with construction of the project. Construction of the project's electrical infrastructure is not anticipated to adversely affect the electrical infrastructure serving the surrounding uses or utility system capacity.

Construction-Related Natural Gas

Construction of the proposed project typically would not involve the consumption of natural gas. Natural gas would not be supplied to support construction activities, thus there would be no demand generated by construction. Since the project site currently has natural gas service in the vicinity of the project site, construction of the proposed project would be limited to installation of new natural gas connections within the project site. Development of the proposed project would likely not require extensive infrastructure improvements to serve the project site. Construction-related energy usage impacts associated with the installation of natural gas connections are expected to be confined to trenching in order to place the lines below 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, construction-related impacts to natural gas supply and infrastructure would be less than significant.

Construction-Related Petroleum Fuel Use

Petroleum-based fuel usage represents the highest amount of transportation energy potentially consumed during construction, which would be utilized by both off-road equipment operating on the project site and on-road automobiles transporting workers to and from the project site and on-road trucks transporting equipment and supplies to the project site.

The off-road construction equipment fuel usage was calculated through use of the off-road equipment assumptions and fuel use assumptions shown in Section 8.2 of *Appendix A*, which found that the off-road equipment utilized during construction of the proposed project would consume 157,075 gallons of fuel. The on-road construction trips fuel usage was calculated through use of the construction vehicle trip assumptions and fuel use assumptions shown in Section 8.2 of *Appendix A*, which found that the on-road trips generated from construction of the proposed project would consume 224,430 gallons of fuel. As such, the combined fuel used from off-road construction equipment and on-road construction trips for the proposed project would result in the consumption of 379,505 gallons of petroleum fuel. This equates to 0.03 percent of the gasoline and diesel consumed annually in Riverside County. 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. As such, construction activities for the proposed project would not result in the wasteful, inefficient, and unnecessary consumption of energy resources. Impacts regarding transportation energy would be less than significant. Development of the project would not result in the need to manufacture construction materials or create new building material facilities specifically to supply the proposed project. It is difficult to measure the energy used in the production of construction materials such as asphalt, steel, and concrete; it is reasonable to assume that the production of building materials such as concrete, steel, etc., would employ all reasonable energy conservation practices in the interest of minimizing the cost of doing business.

Operational Energy

The on-going operation of the proposed project 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.

Operations-Related Electricity

Operation of the proposed project would result in consumption of electricity at the project site. Electricity would be supplied by the substation proposed as part of the project, and routed to the project directly from that location. As detailed above in Section 8.3 of *Appendix A*, the proposed project would consume 4,681,590 kilowatt-hours per year of electricity. This equates to 0.14 percent of the electricity consumed annually by Imperial Irrigation District. As such, the operations-related electricity use would be nominal, when compared to current electricity usage rates in the Imperial Irrigation District service area.

It should be noted that, the proposed project would comply with all Federal, State, and City requirements related to the consumption of electricity, that includes CCR Title 24, Part 6 Building Energy Efficiency Standards and CCR Title 24, Part 11: California Green Building Standards. The CCR Title 24, Part 6 and Part 11 standards require numerous energy efficiency measures to be incorporated into the proposed business park, including enhanced insulation, use of energy efficient lighting and appliances as well as requiring a variety of other energy-efficiency measures to be incorporated into the proposed structures. Therefore, it is anticipated the proposed project will be designed and built to minimize electricity use and that existing and planned electricity capacity and electricity supplies would be sufficient to support the proposed project's electricity demand. Thus, the project would not result in the wasteful or inefficient use of electricity and impacts would be less than significant.

Operations-Related Natural Gas

Operation of the proposed project would result in increased consumption of natural gas at the project site. As detailed in Section 8.3 of *Appendix A*, the proposed project would consume 3,230 MBTU per year of natural gas. This equates to 0.007 percent of the natural gas consumed annually in Riverside County. As such, the operations-related natural gas use would be nominal, when compared to current natural gas usage rates in the County.

It should be noted that the proposed project would comply with all Federal, State, and City requirements related to the consumption of natural gas, that includes CCR Title 24, Part 6 Building Energy Efficiency Standards and CCR Title 24, Part 11: California Green Building Standards. The CCR Title 24, Part 6 and Part 11 standards require numerous energy efficiency measures to be incorporated into the proposed business park, including enhanced insulation as well as use of efficient natural gas appliances and HVAC units. Therefore, 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 proposed project's natural gas demand. Thus, impacts with regard to natural gas supply and infrastructure capacity would be less than significant.

Operations-Related Vehicular Petroleum Fuel Usage

Operation of the proposed project would result in increased consumption of petroleum-based fuels related to vehicular travel to and from the project site. As detailed in Section 8.2 of *Appendix A*, the proposed project would consume 292,422 gallons of petroleum fuel per year from vehicle travel. This equates to 0.02 percent of the gasoline and diesel consumed annually in Riverside County. As such, the operations-related petroleum use would be nominal, when compared to current county-wide petroleum usage rates. Therefore, it is anticipated the proposed project will be designed and built to minimize transportation energy and it is anticipated that existing and planned capacity and supplies of transportation fuels would be sufficient to support the proposed project's demand. Thus, impacts with regard to transportation energy supply and infrastructure capacity would be less than significant.

In conclusion, the proposed project would not result in the wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation. Impacts would be less than significant.

b. Less than Significant Impact. The proposed project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. The applicable energy plan for the proposed project is the City of Coachella General Plan Update, adopted April 22, 2015. The proposed project's consistency with the applicable energy-related policies in the Sustainability and Natural Environment Section of the General Plan are shown in Table 9.

Table 10 Proposed Project Compliance with Applicable General Plan Energy 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 will be designed in consideration of solar orientation, thermal mass, use of natural daylight, ventilation, and shading. In addition, the proposed structures will be designed to meet the Title 24 Part 6 building standards that require enhanced

Policy No.	General Plan Policy	Proposed Project Implementation Actions
		insulation and installation of solar panels in order to reduce energy usage and associated emissions.
2.3	**Alternative energy.** Promote the incorporation of alternative energy generation (e.g., solar, wind, biomass) in public and private development.	**Consistent.** The proposed structures will be designed to meet the Title 24 Part 11 building standards that require the roofs of all non-residential structures to include solar panels, which includes the roofs to be structurally designed for the additional load of the PV solar panels as well as installation of conduit for the PV systems.
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.
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.** The proposed structures will be designed to meet the Title 24 energy efficiency standards, which are 30 percent more efficient than the 2016 Title 24 standards, and even more efficient than the 2013 Title 24 standards that were in effect when the General Plan was prepared.
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 Title 24 standards require that all street lighting utilize LED type of lights, 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 will promote the proposed business park for all sorts of businesses, 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: City of Coachella, 2015.

As shown in Table 9, the proposed project would be consistent with all applicable energy-related policies from the General Plan. Therefore, the proposed project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. Impacts would be less than significant.

3.6.4 Mitigation

No mitigation is required.

3.6.5 Level of Significance after Mitigation

Less than significant.

3.7 Geology and Soils

3.7.1 Sources

- *County of Riverside, General Plan, Cultural and Paleontological Resources, 2015.*
- *Riverside County Planning Department, Map My County, 2020.*
- *Geotechnical Professionals Inc. (GPI), Geotechnical Investigation Proposed Coachella Airport Business Park NWC State Highway 86 and Airport Boulevard, September 25, 2018* (Appendix D)
- *PaleoWest, Paleontological Resource Assessment for the Coachella Airport Business Park Project in Coachella, Riverside County, California, May 5, 2020* (Appendix E)
- *United States Department of Agriculture Natural Resources Conservation Service, Web Soil Survey, 2021*.

3.7.2 Environmental Setting

The project site is located in the Coachella Valley portion of the Salton Trough physiographic province and is a geologic, structural depression resulting from large scale regional faulting. The trough is bounded by the San Andreas fault and Chocolate Mountains on the northeast and the Peninsular Range and faults of the San Jacinto Fault Zone on the southwest. The Salton Trough represents the northward extension of the Gulf of California, containing both marine and non-marine sediments since the Miocene Epoch. Tectonic activity that formed the trough continues at a high rate as evidenced by deformed young sedimentary deposits and high levels of seismicity.

The surrounding regional geology includes the Peninsular Ranges (Santa Rosa and San Jacinto Mountains) to the south and west, the Salton Sea Basin to the southeast, and the Transverse Ranges (Little San Bernardino and Orocopia Mountains) to the north and east. Hundreds of feet to several thousand feet of Quaternary fluvial, lacustrine, and Aeolian soil deposits underlie the Coachella Valley. The southeastern part of the Coachella Valley, including the project site, lies below sea level. In the past, the ancient Lake Cahuilla submerged the area. Calcareous tufa deposits may be observed along the ancient shoreline as high as an elevation of 45 to 50 feet above mean sea level (amsl) along the Santa Rosa Mountains from La Quinta southward. Lacustrine (lake bed) deposits comprise the subsurface soils over much of the eastern Coachella Valley with alluvial outwash along the flanks of the valley.

The project site is located in a seismically active area. The type and magnitude of seismic hazards affecting any site are dependent on the distance of causative faults, the intensity, and the magnitude of the seismic event. Existing ground surface elevations on the project site range from -112 to -120 feet MSL. There are minor slopes adjacent east and west of the site. The project site is immediately underlain by Holocene age surficial alluvial sediments and beneath are older Pleistocene-age Lake Cahuilla deposits, which are considered to have a high paleontological sensitivity.

3.7.3 Impacts

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

a-i. **No Impact.** There are no known active faults crossing or projecting through the project area. The project area is not located within an Alquist-Priolo Earthquake Fault Zone, or within a fault zone identified by the County of Riverside GIS data. Therefore, ground rupture due to faulting is considered unlikely at this site. No impact would occur.

a-ii. **Less than Significant Impact.** The project area is located in a seismically active area of southern California and are expected to experience moderate to severe ground shaking during the lifetime of the project. This risk is not considered substantially different than that of other similar properties in the southern California area. As a mandatory condition of project approval, the project would be required to construct the proposed buildings and associated improvements 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 City of Coachella Building Code (Chapter 15.32) provide standards that must be met 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 have been specifically tailored for California earthquake conditions. In addition, the project would be required to comply with the site-specific ground preparation and construction recommendations contained in the geotechnical analysis prepared for the project (*Appendix D)*. With mandatory compliance with City standards and site-specific design and construction measures set forth in the project's geotechnical report, potential impacts related to seismic ground shaking would be less than significant.

a-iii. **Less than Significant Impact.** According to the project-specific geotechnical analysis*,* the project area is located within an area mapped by the City of Coachella as having a potential for soil liquefaction. Groundwater was encountered at depths of 14 to 20 feet below existing grades immediately after drilling tests were conducted. Based on the evaluation of the field data, generally isolated and thin layers of silty sands occurring at depths of approximately 10 to 55 feet exhibit a potential for liquefaction with an overall potential seismic-induced liquefaction settlement of 2 ½ to 3 inches. Differential seismic settlement is estimated to be 1 ¼ to 2 inches across a span of 40 feet. However, the project would be required to comply with the grading and construction recommendations contained within the geotechnical report for the project (*Appendix D*) to reduce the risk of seismic-related ground failure due to liquefaction. Therefore, implementation of the project would not directly or indirectly expose people or structures to substantial hazards associated with seismic-related ground failure and/or liquefaction hazards. Impacts would be less than significant.

a-iv. **No Impact.** The project site is relatively flat, sloping gently to the south. In general, the north side of the site is approximately 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 project site, an unpaved maintenance road is located at the top of the Channel on a berm, which is approximately 2 to 3 feet higher than the project site at the southern end of the site and approximately 8 to 10 feet higher than the project site at the northern end of the site. However, due to the relatively low height of the berms, potential impacts from landslides would be negligible. The project site is approximately 3 miles away from the base and foothills of the nearest mountain range, the Little San Bernardino Mountains. Based on review of the CGS Information Warehouse: Landslides, the project site is not within a landslide susceptibility zone and would not be subject to potential impacts from rocks falls or landslides. Therefore, no impact would occur.

b. **Less than Significant Impact.** During construction of the proposed project, soils would be disturbed during grading activities, thereby increasing the potential for wind or water-related erosion and sedimentation until construction is completed. Pursuant to State Water Resources Control Board requirements, the applicant is required to obtain a National Pollutant Discharge Elimination System (NPDES) permit for construction activities, which involves preparation and implementation of a Storm Water Pollution Prevention Plan (SWPPP) for construction-related activities. The SWPPP will specify which of the required Best Management Practices (BMPs) that would be implemented during construction activities to ensure that waterborne pollution (erosion and sedimentation) is prevented, minimized, and/or otherwise appropriately treated prior to surface runoff being discharged from the subject property. The project also would be required to comply with SCAQMD Rule 403 to minimize water and windborne erosion. Lastly, the project would be required to prepare and implement a Water

Quality Management Plan (WQMP), which is 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 via BMPs. The WQMP also is required to establish a post-construction implementation and maintenance plan to ensure on-going, long-term erosion protection. Therefore, with adherence to SCAQMD Rule 403, and preparation of a SWPPP and WQMP, the proposed project would result in less-than-significant-impacts related to soil erosion.

c. **Less than Significant Impact.** The project site does not contain substantial natural or man-made slopes under existing conditions. Additionally, there are no hillsides in the vicinity of the project site with a potential to expose the site to landslide hazards. Therefore, no impact would occur related to landslides.

Lateral spreading is primarily associated with liquefaction hazards. As previously mentioned in Section 3.7.3(a)(ii), above, the project would be required to comply with the grading and construction recommendations contained within the geotechnical report for the project (*Appendix D*) to further reduce the risk of seismic-related ground failure due to liquefaction. Therefore, impacts associated with liquefaction and lateral spreading would be less than significant.

Based on the conditions encountered at subsurface testing locations at the project site, the geotechnical investigation determined that the site's settlement potential can be attenuated through the removal of surface and near surface soils down to competent materials and replacement with properly compacted fill. The project would be required to comply with the site-specific ground preparation and construction recommendations contained in *Appendix D*. Therefore, soil shrinkage/subsidence and collapse impacts would be less than significant.

d. **Less than Significant Impact.** According to the Web Soil Survey, the project site consists of desert land comprised 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 geotechnical investigation. Due to the low clay content in underlying soils, these near surface soils can be anticipated to have very low expansion characteristics. The project site is not located in an area known for expansive soil (as defined in Table 18-1-B of the Uniform Building Code (1994)), and the potential for the project to create substantial risks to life or property, relating to expansive soils, is very low. Therefore, impacts would be less than significant.

e. **No Impact.** The project would not involve the use of septic tanks or any other alternative wastewater disposal systems. Sanitary sewer will be extended to the project site, and treatment will occur at existing CVWD facilities. Therefore, there would be no impacts associated with septic tanks or alternative wastewater systems.

f. **Less than Significant with Mitigation Incorporated.** PaleoWest conducted a paleontological resource assessment (*Appendix E*) for the project site to assess the potential for impacts to paleontological resources. According to the published geologic maps, the project site is immediately underlain by Holocene age surficial alluvial sediments and beneath are older Pleistocene-age Lake Cahuilla deposits. According to CVWD's Subsequent IS/MND (SCH#2019079095), the off-site improvement area also is underlain by surficial sediments of the Holocene period, which are generally too young to contain fossilized material. Shallow excavations in the project area (approximately 10 feet in depth or less) are unlikely to yield any significant paleontological resources because younger Quaternary 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 shallow depths at the project site. However, deeper excavations that may extend into older Quaternary (Pleistocene) Lake Cahuilla beds are more likely to unearth fossil remains. Older Quaternary deposits underlying the project area are considered to have a high paleontological sensitivity because they have proven to yield significant paleontological resources (i.e., identifiable vertebrate fossils). Generally, ground-disturbing activities exceeding depths beyond Holocene soils and younger Quaternary alluvium would encounter older Quaternary alluvium and, consequently, should be monitored by a qualified paleontologist to identify and effectively salvage any recovered resources as described in Mitigation Measures GEO-1 through GEO-4 below. Therefore, with implementation of Mitigation Measures GEO-1 through GEO-4, potential impacts to a unique paleontological resource or site or unique geologic feature would be reduced to less than significant.

3.7.4 Mitigation

The following mitigation measures are required:

GEO-1 Prior to the start of the proposed project activities, all field personnel will receive a worker's environmental awareness training on paleontological resources. The training will provide a description of the laws and ordinances protecting fossil resources, the types of fossil resources that may be encountered in the project area, the role of the paleontological monitor, outline steps to follow in the event that a fossil discovery is made and provide contact information for the project paleontologist. The training will be developed by the project paleontologist and can be delivered concurrent with other training including cultural, biological, safety, etc.

GEO-2 Prior to the commencement of ground-disturbing activities, a professional paleontologist will be retained to prepare and implement a PRMMP for the proposed project. The PRMMP will describe the monitoring required during excavations that extend into older Quaternary (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 will entail the visual inspection of excavated or graded areas and trench sidewalls.

GEO-3 In the event that a paleontological resource is discovered, the monitor will have the authority to temporarily divert the construction equipment around the find until it is assessed for scientific significance and, if appropriate, collected. If the resource is determined to be of scientific significance, the project paleontologist shall implement the recovery of resources to professional standards, as established in the PRMMP.

GEO-4 Upon completion of ground disturbing activity (and curation of fossils if necessary) the project paleontologist shall prepare a final mitigation and monitoring report outlining the results of the mitigation and monitoring program and provide it to the City for its file. 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.

3.7.5 Level of Significance after Mitigation

With implementation of Mitigation Measures GEO-1 through GEO-4, impacts associated with geology and soils would be reduced to less than significant.

3.8 Greenhouse Gas Emissions

3.8.1 Sources

- *Vista Environmental, Air Quality, Energy, Greenhouse Gas Emissions and Health Risk Assessment Impact Analysis Coachella Airport Business Park Project, March 17, 2021* (Appendix A)
- *City of Coachella, Climate Action Plan Public Draft, June 2014* *https://www.coachella.org/home/showdocument?id=2880%20*

3.8.2 Environmental Setting

According to the Inventory of U.S. Greenhouse Gas Emissions and Sinks 1990-2018, prepared by EPA, April 13, 2020, in 2018 total U.S. GHG emissions were 6,676.6 million metric tons (MMT) of CO2 equivalent (CO2e) emissions. Total U.S. emissions have increased by 3.7 percent between 1990 and 2018, which is down from a high of 15.2 percent above 1990 levels in 2007. Emissions increased by 2.9 percent or 188.4 MMTCO2e between 2017 and 2018. The recent increase in GHG emissions was largely driven by an increase in CO2 emissions from fossil fuel combustion, which was a result of multiple factors including greater heating and cooling needs due to a colder winter and hotter summer in 2018 compared to 2017.

According to CARB, the State of California created 424.1 MMTCO2e in 2017. The breakdown of California GHG emissions by sector consists of: 41 percent from transportation; 24 percent from industrial; 15 percent from electricity generation; 8 percent from agriculture; 7 percent from residential buildings; and 5 percent from commercial buildings. In 2017, GHG emissions were 5 MMTCO2e lower than 2016 levels, which is 7 MMTCO2e below the 2020 GHG limit of 431 MMTCO2e established by AB 32.

In June 2014, the City of Coachella adopted the *Climate Action Plan(CAP)*. The CAP quantifies emissions from buildout of the General Plan and includes additional policies and implementation actions to help the City further reduce emissions. 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.

3.8.3 Impacts

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Greenhouse Gas Emissions – Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

a/b. Less than Significant Impact. The applicable plan for the proposed project is the *Climate Action Public Draft 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.

As detailed in Section 9.6 of *Appendix A*, the service population reduction targets established in the CAP of 15 percent below year 2010 levels by year 2020 and 49 percent below year 2010 levels by year 2035 were developed 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. Since it is not possible to demonstrate that the proposed project would be within the CAP service population targets, this analysis has utilized the CAP's GHG emission reduction target of 26 percent below business-as-usual year 2010 emissions level by opening year 2025. The 26 percent reduction by opening year 2025 was calculated by linear project of the CAP's 15 percent reduction target for the year 2020 and 49 percent reduction target for the year 2035.

In order to determine if the proposed project would comply with the GHG emissions reduction targets in the CAP, the GHG emissions from the proposed project were analyzed for both business-as-usual year 2010 and project opening year 2025. The project's GHG emissions have been calculated with the CalEEMod model based on the construction and operational parameters detailed in Section 8.1 of *Appendix A*. A summary of the results is shown below in Table 10.

Table 11 Project Related Greenhouse Gas Annual Emissions

	Greenhouse Gas Emissions (Metric Tons per Year)			
Category	**CO_2**	**CH_4**	**N_2O**	**CO_2e**
Year 2010 BAU Emissions				
Area Sources[1]	0.02	0.00	0.00	0.03
Energy Usage[2]	3,016.34	0.07	0.03	3,027.00
Mobile Sources[3]	4,946.39	0.73	0.00	4,964.63
Off-Road Equipment[4]	116.39	0.03	0.00	117.23
Solid Waste[5]	158.86	9.39	0.00	393.57
Water and Wastewater[6]	1,012.38	4.75	0.10	1,213.09
Construction[7]	121.68	0.02	0.00	122.10
Total 2010 Emissions	**9,372.05**	**14.99**	**0.13**	**9,837.64**
Year 2025 Emissions				
Area Sources[1]	0.02	0.00	0.00	0.03
Energy Usage[2]	1,892.25	0.05	0.02	1,899.40
Mobile Sources[3]	3,333.84	0.18	0.00	3,338.39
Off-Road Equipment[4]	104.75	0.03	0.00	105.59
Solid Waste[5]	79.43	4.69	0.00	196.79
Water and Wastewater[6]	624.52	4.00	0.10	754.30
Construction[7]	121.68	0.02	0.00	122.10
Total 2025 Emissions	**6,156.48**	**8.97**	**0.12**	**6,416.59**
Percent Reduction between 2010 and 2025				**34.8%**
City of Coachella Reduction Target for Opening Year 2025				**26%**
			Exceed Threshold?	**No**

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.
[3] Mobile sources consist of GHG emissions from vehicles.
[4] Off-road equipment consists of emissions from forklifts utilized onsite (Project Design Feature 1 restricts the operation of diesel-powered forklifts, so forklifts have been analyzed as CNG-powered.
[5] Waste includes the CO_2 and CH_4 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.
Source: CalEEMod Version 2016.3.2.

The data provided in Table 10 shows that the proposed project would create 9,837.64 $MTCO_2e$ per year based on business-as-usual year 2010 GHG emissions rates and would create 6,416.59 $MTCO_2e$ per year in the project opening year 2025, which is based on approved Statewide GHG reduction regulations that would be fully implemented by year 2025. More specifically the approved Statewide GHG reduction regulations include, but are not limited to implementation of: EO N-79-20 that requires all passenger vehicles sold in California to be zero-emission by 2035 and commercial trucks to be zero emission by 2045, EO S-1-07, that establishes performance standards for the carbon intensity of transportation fuels; AB 149, which limits GHG emissions from new vehicles sold in California; AB 341 that reduces solid waste transferred to landfills; CCR Title 24, Part 6 2016 Building Energy Efficiency Standards; and CCR Title 24 Part 11 2016 CalGreen Standards that improves the energy efficiency of the proposed project.

Table 10 shows that the proposed project's GHG emissions would be reduced by 34.8 percent and would meet the GHG emissions reduction target of 26 percent below year 2010 emissions level by opening year 2025 as detailed in the CAP. Therefore, the proposed project would not generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment and is consistent with the CAP and would not conflict with the applicable plan adopted for the purpose of reducing the emissions of greenhouse gases. Impacts would be less than significant.

3.8.4 Mitigation

No mitigation is required.

3.8.5 Level of Significance after Mitigation

Less than significant.

3.9 Hazards and Hazardous Materials

3.9.1 Sources

- *City of Coachella General Plan Update 2035*
- *City of Coachella General Plan Update Final Environmental Impact Report (EIR) 2035*
- *State Water Resources Control Board, GeoTracker. Accessed August 10, 2021, https://www.waterboards.ca.gov/.*
- *Altec Testing & Engineering, Inc., Phase I Environmental Site Assessment Coachella Airport Business Park, February 23, 2021* (Appendix F)

3.9.2 Environmental Setting

Prior to 1953, the project site was undeveloped. In approximately 1953, the project site was used for agricultural purposes until at least 1984. After 1984, no site use was identified, with the exception of grading or weed abatement activities on the southwest portion of the site in 1996. The proposed project site is currently vacant and undeveloped and located at the northwest corner of Airport Boulevard and State Highway 86.

Regulatory Setting

Federal

Resource Conservation and Recovery Act

The 1976 Federal Resource Conservation and Recovery Act (RCRA) and the 1984 RCRA amendments regulate the treatment, storage, and disposal of hazardous and non-hazardous wastes. The legislation mandated that hazardous wastes be tracked from the point of generation to their ultimate fate in the environment. This includes detailed tracking of hazardous materials during transport and permitting of hazardous material handling facilities. The 1984 RCRA amendments provide the framework for a regulatory program designed to prevent releases from underground storage tanks (UST).

Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA)

The Comprehensive Environmental Response, Compensation, and Liability Act of 1980 introduced active federal involvement with emergency response, site remediation, and spill prevention, most notably through the Superfund program. The act was intended to be comprehensive in encompassing both the prevention of, and response to, uncontrolled hazardous substances release. The act includes environmental response, providing mechanisms for reacting to emergencies and to chronic hazardous material releases. In addition to establishing procedures to prevent and remedy problems, it is also designed to plan for and respond to failure in other regulatory programs and to remedy problems resulting from action taken before the era of comprehensive regulatory protection.

State of California

California Health and Safety Code

The California Environmental Protection Agency (CalEPA) has established rules governing the use of hazardous materials and the management of hazardous wastes. California Health and Safety Code (HSC) Sections 25531, et. seq. incorporates the requirements of Superfund Amendments and Reauthorization Act and the Clean Air Act as they pertain to hazardous materials.

California Environmental Protection Agency Unified Program

CalEPA administers the Unified Program that consolidates, coordinates, and makes consistent the administrative requirements, permits, inspections, and enforcement activities of six environmental and emergency response programs. The state agencies responsible for these programs set the standards for their program while local governments implement the standards. 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 (CUPAs) and Participating Agencies. The Secretary of CalEPA is directly responsible for coordinating the administration and certification of the Unified Program. The Secretary has certified 83 CUPAs as of March 2012, including the Riverside County Fire Department and the County of Riverside Department of Environmental Health (DEH). These 83 CUPAs carry out the responsibilities previously handled by approximately 1,300 state and local agencies. The following state agencies are involved with the Unified Program:

State Water Resources Control Board (SWRCB)

The State Water Resources Control Board provides technical assistance and evaluation for the underground storage tank program in addition to handling the oversight and enforcement for the aboveground storage tank program.

Department of Toxic Substances Control

The Department of Toxic Substances Control (DTSC) provides technical assistance and evaluation for the hazardous waste generator program including onsite treatment (tiered permitting).

County of Riverside Department of Environmental Health

The Department of Environmental Health is designated as the CUPA by CalEPA. The role of the CUPA is to assure consolidation, consistency, and coordination of the hazardous materials programs within the County. The Branch is responsible for inspecting facilities that handle hazardous materials, generate hazardous waste, treat hazardous waste, own/operate underground storage tanks, own/operate aboveground petroleum storage tanks, or handle other materials subject to the California Accidental Release Program. In addition, the Branch maintains an emergency response team that responds to hazardous materials and other environmental health emergencies.

3.9.3 Impacts

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

a/b. Less than Significant with Mitigation Incorporated.

Existing Site Conditions

No historical recognized environmental conditions (HRECs) and controlled recognized environmental conditions (CRECs) are located on the project site.

From approximately 1953 to 1984, the project site contained agricultural crops; therefore, 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). As described in Mitigation Measure HAZ-1, a soils investigation would be required 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. With implementation of Mitigation Measure HAZ-1, pesticide impacts would be reduced to less-than-significant levels.

Construction

Proposed project construction activities for each phase of development may involve the use and transport of hazardous materials. These materials may include but not be limited to fuels, oils, mechanical fluids, and other chemicals that are associated with construction activities. The transportation and disposal of hazardous materials will comply with State, local, and Federal laws. This includes federal regulations such as the Federal Resource Conservation and Recovery Act (RCRA), which mandates that hazardous waste be tracked from the point of generation to their ultimate destination in the environment. This would involve detailed tracking of hazardous materials during transport and permitting of hazardous material handling facilities. Furthermore, the City of Coachella General Plan 2035 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. For prevention of and response to of hazardous materials, the Comprehensive Environmental Response, Compensation, and Liability (CERCLA) is in place for uncontrolled hazardous substance release. 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 occupancy or using, storing, or transporting hazardous material has a permit. Finally, upon the completion of each individual project phase, all hazardous materials would be removed from the project site. Therefore, routine transport, use, or disposal of hazardous materials would be less than significant.

Operations

It is anticipated that long term operations would result in the storage of hazardous materials of various types and quantities that may include but are not limited to solvents, acids, paints, refrigerant, and gases. However, the use of these materials is all dependent on the occupancy of each building . Although the type and quantity of these materials cannot be perceived at this time, 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 their inventory of hazardous materials in the HMBP. Therefore, impacts associated with the significant hazard to the public or the environment through reasonably

foreseeable upset and accident condition involving the release of hazardous materials into the environment will be less than significant.

c. **No Impact.** The nearest school to the project site is John Kelley Elementary School in the City of Thermal located at 87163 Center Street. The school is approximately 2.6 miles to the northwest of the proposed project site. Therefore, the proposed project would not impact schools within a quarter mile of the site.

d. **Less than Significant Impact.** According to the Department of Toxic and Substance Control Envirostor Database, the nearest cleanup site is located at 56-850 Higgins Drive in Thermal, which is approximately 4.3 miles from the site. This site is the Jacqueline Cochran Regional Airport, 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 as of August 15, 2019. The other site identified within the vicinity of the project site is located approximately 3 miles south of 59th Avenue between Polk and Filmore Street in Thermal. The site was designated "Voluntary" clean-up due to metals, organochlorine pesticides, and polynuclear aromatic hydrocarbons in the soil. However, the sites clean-up status has been deemed certified/operation and maintenance as of June 28, 2019. Therefore, impacts would be less than significant.

e. **Less than Significant Impact.** The closest airport to the project area is the Jacqueline Cochran Regional Airport, which is approximately 1.4 miles southwest of the project site. The project site is located within the Riverside County Airport Land Use Compatibility (ALUCP) Airport Influence Area and within Zone D. Zone D prohibits highly noise-sensitive outdoor non-residential uses and hazards to flight. Because the proposed use of the site is not highly noise-sensitive and would reach a maximum height of 50 feet, the project would not result in a safety hazard for people residing or working in the project area, and the Airport Land Use Commission (ALUC) found the project consistent with the ALUCP. Impacts would be less than significant.

f. **Less than Significant Impact.** The project site is bounded by Airport Boulevard and SR-86. According to the City of Coachella, evacuation routes include Highway 111, Grapefruit Boulevard, SR-86, 52nd Avenue, 50th Avenue, and 48th Avenue. Airport Boulevard is not designated an evacuation route according to the City of Coachella. The project site is not proposing to alter the exiting routes or circulation patterns to and from the City. Furthermore, access points would adhere to Riverside County Fire Department Fire Code to provide for adequate emergency access. As such, the project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan and impacts would be less than significant.

g. **No Impact.** According to Map My County, the project site area is not located within a fire State Responsibility Area (SRA) or a Local Responsibility Area (LRA). The project site and its surrounding areas are not located within a very high fire hazard area. Therefore, the proposed project site would not expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires. No impact would occur.

3.9.4 Mitigation

HAZ-1 Prior to building permit issuance, 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 screening levels, the applicant shall implement a remediation program

to reduce the soil's pesticide concentration levels to below regulatory agency screening levels. All activities will be coordinated with the City and the County Department of Environmental Health.

3.9.5 Level of Significance after Mitigation

With implementation of mitigation measure HAZ-1, impacts will be less than significant.

3.10 Hydrology and Water Quality

3.10.1 Sources

- *The Altum Group, Coachella Airport Business Park in the City of Coachella, CA Preliminary Hydrology Report, December 31, 2020.* (Appendix G)
- *The Altum Group, Project-Specific Preliminary Water Quality Management Plan for: Coachella Airport Business Park, December 31, 2020.* (Appendix H)
- *The Altum Group, Water Supply Assessment and Water Supply Verification for the proposed Coachella Airport Business Park Project, October 13, 2020.* (Appendix I)
- *California Water Boards. Accessed August 23, 2021* https://www.waterboards.ca.gov/water_issues/programs/stormwater/constpermits.html
- *South Coast Air Quality Management District* https://www.aqmd.gov/home/rules-compliance/compliance/rule-403-dust-control-information
- FEMA Flood Map Service Center, 2021.
- *City of Coachella, Municipal Code. Accessed August 23, 2021* https://library.municode.com/ca/coachella/codes/code_of_ordinances?nodeId=TIT13PUSE_CH13.16WAQUCO
- *California Department of Water Resources. Accessed August 23, 2021* https://water.ca.gov/programs/groundwater-management/sgma-groundwater-management

3.10.2 Environmental Setting

The project site is located in the Indio Subbasin of the Coachella Valley Groundwater Basin, which is part of the Colorado Rover Hydrologic Region. The Indio Subbasin is located northwest of the Salton Sea and receives low precipitation, averaging about 6 inches per year, and a wide range of temperature. The Banning Fault bounds the subbasin on the north and the semi-permeable rocks of the Indio Hills mark the northeast boundary. Impermeable rocks of the San Jacinto and Santa Rosa Mountains bound the subbasin on the south. A bedrock constriction separates the Indio Subbasin from the San Gorgonio Pass Subbasin on the northwest. The Salton Sea is the eastern boundary and the subbasin's primary discharge area. A low drainage divide forms a short boundary with the West Salton Sea Groundwater Basin in the southeast.

The Indio Subbasin (now identified as the Whitewater River Subbasin) is drained by the Whitewater River and its tributaries (located adjacent to the project property). The Whitewater River rarely flows throughout the year and flow in tributaries such as the San Gorgonio River is intermittent. Surface flow is southeastward to the Salton Sea. The Colorado River Aqueduct and the Coachella Branch of the All-American Canal convey imported water into the Coachella Valley which overlies the subbasin. The project site is currently within FEMA flood Zone AE.

3.10.3 Impacts

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
HYDROLOGY AND WATER QUALITY – Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☒	☐
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:	☐	☐	☒	☐
c.i.) Result in substantial erosion or siltation on- or off-site;	☐	☐	☒	☐
c.ii.) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	☐	☐	☒	☐
c.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	☐	☐	☒	☐
c.iv) Impede or redirect flood flows?	☐	☐	☒	☐
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☐	☒
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐

a. **Less than Significant Impact.** Construction of the project would be subject to National Pollutant Discharge Elimination System (NPDES) stormwater regulations for construction, which are required when there is a soil disturbance of more than one acre. The applicant will be required to comply with all rules, regulations, and procedures of the NPDES permit for municipal, construction, and industrial activities as outlined by the California State Water Resources Control Board or any of its Regional Water Quality Control Boards (Colorado River Basin – Region 7). As a result, the applicant must comply with the State's most current Construction General Permit (CGP) Order 2009-0009-DWQ. The CGP requires the development of a Storm Water Pollution Prevention Plan (SWPPP), which is designed to help prevent potential adverse effects to surface water quality that would occur during the construction of the proposed project.

During construction of the project, = future development would be required to comply with South Coast Air Quality Management (SCAQMD) Rule 403 and 403.1. Rule 403 requires the implementation of best

available dust control measures (BACM) during active operations that are capable of generating fugitive dust, such as the construction of the proposed project. Rule 403.1 is a supplemental rule to 403, which applies only to fugitive dust sources that occur in the Coachella Valley. This rule will assist in reducing fugitive dust and resulting PM10 emissions from made-made sources in the Coachella Valley. Although, these rules are intended to protect air quality, they would also assist in supporting with water quality protection by preventing sediment track out and erosion.

Additionally, a project specific Water Quality Management Plan (WQMP) was prepared to determine and describe the Best Management Practices (BMPs) that will be implemented on the project site to address pollutants of concern that may potentially be generated from the uses on the project site. Per the WQMP, the BMPs have been selected and implemented to comply with Section 3.5 of the WQMP, and consists of site design BMP concepts, source control, LID/site design and, if/where necessary, treatment control BMP's. Furthermore, the hydrology study prepared for the proposed project collects and stores 100% of the runoff generated during the 100-year storm event on-site per City of Coachella drainage standards. The onsite retention basins will be designed in a manner that allows the stored volume generated from the 100-year design storm event to completely evacuate via percolation into the soil within a 72 hour period. Therefore, the proposed project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality. Impacts would be less than significant.

b. **Less than Significant Impact.** No potable ground water wells are proposed by the project and the project would be served with potable water by Coachella Valley Water District (CVWD). According to the Water Supply Assessment (*Appendix I*) prepared for the project, CVWD would have a sufficient amount of water to serve the project. Therefore, the project would not substantially deplete groundwater supplies and the project's impact to groundwater supplies would be less than significant.

Development of the project would increase impervious surface coverage on the property, which would reduce the amount of water percolating down into the underground aquifer that underlies the project site and a majority of the City. However, according to the City's General Plan EIR, groundwater replenishment from direct precipitation is negligible due to the small amount of rainfall on the valley floor. Percolation of water from stream flows, which originate in the adjacent mountain areas, serves as the largest natural source of groundwater replenishment in the Lower Coachella Valley. Furthermore, water captured by the proposed project's underground detention system and landscaped areas would have the opportunity to percolate into the ground. Therefore, buildout of the project would not interfere substantially with groundwater recharge and impacts would be less than significant.

Please see Section 3.19 for an analysis of the water supply requirements for the proposed project. As noted in that section, the project will not significantly impact water supplies, and the Water Supply Assessment (WSA) prepared for the project found that the City has sufficient water to supply project water demand in normal, single and multiple dry year conditions. Impacts would be less than significant.

c-i. **Less than Significant Impact.** It is expected that the project would be mass graded, affecting the entire property, and constructed as a mixed-use business park, which would change the site's existing ground contours and alter the existing drainage patterns interior to the project site. However, upon buildout of the project, stormwater flow generated on the project site would continue to be conveyed to the west into the Whitewater River Storm Water Channel. Although the project would alter the subject property's internal drainage patterns, such changes would not result in substantial erosion or siltation on- or off-

site because the City will require, as it does for all projects, the retention of the 100-year storm event onsite.

Under post-development conditions, a majority of the site would be covered with impervious surfaces and, therefore, the amount of exposed soils on the project site would be minimal. Also, the project would construct an integrated storm drain system on-site with site design BMPs (i.e., retention basins) to minimize the amount of water-borne pollutants carried from the project site, consistent with the City's NPDES requirements. The implementation of the retention basins and other design features will allow for control of any existing erosion or siltation that is attributed to the undeveloped site. Accordingly the project would not result in substantial erosion or siltation onsite or offsite and a less-than-significant impact would occur.

c-ii. Less than Significant Impact. As described in Section 3.10.3(c)(i), above, implementation of the project would alter the site's existing drainage patterns but would not substantially alter the drainage pattern of the local area.

The site will be required to collect and store 100% of runoff generated during the 100-year storm event. To achieve this the proposed project's hydrologic design separated the site into three main subareas and storm water collections system boundaries. The majority of the site is designed to surface flow to a series of drain inlets, gutters and swales where runoff can be collected and conveyed in an underground storm drain system toward retention basins located along the westerly side of the property. A smaller portion of the project located at the northerly interior of the site will drain its surface runoff toward an interim retention basin location. A portion of project located on the easterly boundary will flow to a single retention basin adjacent to the project boundary. There are several depressed loading docks (0.16 acres) serving the proposed warehouse buildings on the northerly side of the project site. These loading docks will drain separately to underground storage facilities as their depth does not allow for gravity flow into the proposed storm drain retention system. The maximum depth of any on-site retention basin will be three (3) feet and will be sized to retain the entire storm volume generated on-site during the 10-year design storm.

The project site will also provide sufficient capacity to contain the runoff volume generated during the 100-year design storm in combination with the retention basins and shallow ponding on surface streets and parking areas at a depth not to exceed 1.5' in depth. In the event of an emergency flooding condition, flows exceeding the capacity of the on-site collection system will overflow at the southeasterly end of project site toward the SR-86 right-of-way and onto an adjacent undeveloped parcel of land. Flows ultimately would then proceed southerly via surface flow where they would make their way into the Coachella Valley Stormwater Channel. Accordingly, implementation of the project would not substantially increase the rate or amount of surface water runoff discharged from the site in a manner that would result in flooding on or offsite.

c-iii. Less than Significant Impact. As previously stated, the project's retention basins would be sized and designed to accommodate all of the site's runoff. Accordingly, the project would not create or contribute runoff which would exceed the capacity of any existing or planned storm water drainage system and impacts would be less than significant.

As discussed under Section 3.10.3(a), the proposed project would be required to comply with a future SWPPP and the project's WQMP (*Appendix H*), which identify required BMPs to be incorporated into the project to ensure that near-term construction activities and long-term post-development activities of

the proposed project would not result in substantial amounts of polluted runoff. Therefore, with mandatory compliance with the project's SWPPP and WQMP, the proposed project would not create or contribute substantial additional sources of polluted runoff, and impacts would be less than significant.

c-iv. Less than Significant Impact. As previously stated, the project site is located in flood plain Zone AE per FEMA map number 06065C2270H. CVWD maintains the existing Coachella Valley Stormwater Channel and is currently constructing channel lining improvements that would remove the entirety of the project site from the flood plain. The applicant intends to go forward with development in a manner that protects the site from off-site flows by established elevated grades along the affected portion of the project perimeter. 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 review to confirm project design protects the development from off-site flows. Through proposed design features the proposed project would not impede or redirect flood flows and impacts would be less than significant.

d. Less than Significant Impact. The project site is located within FEMA Flood Zone AE due to the project site being adjacent to the Coachella Water District's Coachella Valley Stormwater Channel. Improvements to the channel will remove the project site from the flood plain and the project would require approval from the City and CVWD to confirm project design protects the development from off-site flows. Furthermore, the project site is not located within the vicinity of any other water bodies. Due to the project site location being far away from the ocean and far away from any lakes or dams, there is no possibility of dam failure, tsunami or seiche. Therefore, impacts would be less than significant.

e. Less than Significant Impact. As discussed in Section 3.10.3(b) and Section 3.19, project water demand can be accommodated by the City, which has sufficient water supplies to serve the project. The project would adhere to all applicable water quality standards and would implement a project specific WQMP approved by the City and the Regional Water Quality Control Board for both construction and operational activities. The WQMP incorporates design features that would prevent the project from conflicting with or obstructing implementation of a water quality control plan or sustainable groundwater management plan. Therefore, impacts would be less than significant.

3.10.4 Mitigation

No mitigation is required.

3.10.5 Level of Significance after Mitigation

Less than significant.

3.11 Land Use and Planning

3.11.1 Sources

The following sources were utilized to support the conclusions made in this section:

- *City of Coachella General Plan Update 2035 Draft Environmental Impact Report (EIR)*
- *City of Coachella General Plan Update 2035*

3.11.2 Environmental Setting

The project site is designated Industrial District and it is zoned Heavy Industrial (M-H). In addition, the project site is located in the City's Sub-Area 8, which contains a variety of industrial and office uses. Sub-Area 8 – East Industrial District, is located east of the Whitewater River, west of Filmore and between Airport Boulevard and Avenue 52. Approximately two-thirds of the subarea is within the City limits and the other one-third is located in the Sphere of Influence. This area is topographically flat and contains agricultural uses.

The City of Coachella 2035 General Plan Update also discusses the vision and policy direction for the Sub-Area 8, which involves transforming the subarea over time to an employment district that as mentioned will contain a variety of industrial and office uses. It is stated that the area should take advantage of the SR-86 that runs along the eastern side of the subarea. Development along Avenue 52 could occur for retail as well as office since this corridor transforms into a major east-west thoroughfare.

The project site is bounded by SR-86 to the east as well as agricultural land, the Coachella Valley Stormwater Channel and some small industrial buildings to the west, vacant land to the north, and mobile park homes to the south. Part of the project will include a site to the north of the project which will house an Imperial Irrigation District Electric Substation from excess Caltrans right-of-way. Caltrans will remove this parcel from their right-of-way through a separate process called an abandonment of right-of-way which is exempt from CEQA per Section 66428 (a) (2) of the Subdivision Map Act.

	Potentially Significant Impact	**Less than Significant with Mitigation Incorporated**	**Less than Significant Impact**	**No Impact**
LAND USE AND PLANNING – Would the project:				
a) Physically divide an established community?	☐	☐	☐	☒
b) 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?	☐	☐	☒	☐

a. **No Impact**. Development of the project would not physically disrupt or divide an established community. Under existing conditions, the project site is vacant, and surrounded by roadways and the Channel. No impact would occur.

Less Than Significant Impact. The development of the project would consist of a mixed-use business park development which includes warehouse/commercial cannabis-related uses, small business uses, self- and auto-storage and a drive-thru restaurant and service station/mini mart-related uses. The project site is currently zoned Heavy Industrial (M-H) and it is located in General Plan Sub-Area 8,. The project Change of Zone would change the current Heavy-Industrial (M-H) zone to Manufacturing Service (M-S) and C-G. The zone change would allow for the proposed project to include cannabis cultivation, processing, testing, manufacturing, and/or wholesale distribution. The proposed project would not conflict with the

underlying General Plan land use designation and the underlying zoning for the project site, subject to approval of a Change of Zone, and CUP's.

The project also would not conflict with any applicable goals, objectives, and policies of the SCAQMD's AQMP, SCAG's Connect SoCal, and SCAG's Regional Comprehensive Plan. Impacts would be less than significant.

3.11.3 Mitigation

No mitigation required.

3.11.4 Level of Significance after Mitigation

Less than significant.

3.12 Mineral Resources

3.12.1 Sources

- *City of Coachella, General Plan 2035 Environmental Impact Report (EIR). Accessed August 23, 2021.* https://cityofcoachellageneralplanupdate.weebly.com/final-eir.html
- *United States Department of Agriculture Natural Resources Conservation Service, Web Soil Survey, 2021.*

3.12.2 Environmental Setting

The City of Coachella is located in the mineral resource zone 1 (MR-1), which means that there are no significant mineral deposits present or likely to be present. As previously stated, the project area consists of vacant land and is void of any physical structures. The project area consists of desert land comprised of Coachella fine sand, fluvents, Gilman fine sandy loam, and Indio fine sandy loam, according to the Web Soil Survey.

3.12.3 Impacts

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
MINERAL RESOURCES – Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☒	☐
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	☐	☐	☒	☐

a-b. **Less Than Significant Impact.** According to the City General Plan EIR, the project area is located in an MRZ-1 zone, which indicates there is little likelihood for presence of significant mineral resources. The

project site is currently zoned M-H (Heavy Industrial) and will be rezoned to MS-IP (Manufacturing Service) and C-G per the City's Official Zoning Map. Neither the existing nor proposed zoning designations allow for mineral production. If a potential mineral extraction operation were to be located within the project site, it would be incompatible both with the land use designation and surrounding land uses. Therefore, development of the project would result in a less-than-significant impact relating to mineral resources.

3.12.4 Mitigation

No Mitigation Required

3.12.5 Level of Significance after Mitigation

Less than significant.

3.13 Noise

3.13.1 Sources

- *City of Coachella, City of Coachella Municipal Code, June 26, 2021.*

3.13.2 Environmental Setting

Noise

Noise has been defined as an unwanted sound. Sound becomes unwanted when it interferes with normal activities, when it causes actual physical harm or when it has adverse effects on health. Noise is measured on a logarithmic scale of sound pressure level known as a decibel (dB). A-weighted decibels (dBA) approximate the subjective response of the human ear to broad frequency noise sources by discriminating against very low and very high frequencies of the spectrum. They are adjusted to reflect only those frequencies which are audible to the human ear.

Vibration

According to the Federal Transit Administration (FTA) *Transit Noise Impact and Vibration Assessment Manual*, vibration is the periodic oscillation of a medium or object. The rumbling sound caused by the vibration of room surfaces is called structure-borne noise. Sources of ground-borne vibration include natural or human made causes. In addition, vibration sources may be continuous such as, factory machinery, or transient, such as explosions.

There are several different methods that are used to quantify vibration. The peak particle velocity (PPV) is defined as the maximum instantaneous peak of the vibration signal. The PPV is most frequently used to describe vibration impacts to buildings. The human body responds to average vibration amplitude often described as the root mean square (RMS). The RMS amplitude is defined as the average of the squared amplitude of the signal and is most frequently used to describe the effect of vibration on the human body. Decibel notation (VdB) is commonly used to measure RMS. Decibel notation (VdB) serves to reduce the range of numbers used to describe human response to vibration. Typically, ground-borne vibration generated by man-made activities attenuates rapidly with distance from the source of the vibration.

City of Coachella Noise Standards

Construction Activities

The City's Municipal Code Chapter 7.04, Noise Control, states construction activities are permitted October 1st through April 30th Mondays through Fridays 6:00 a.m. to 5:30 p.m., Saturdays, Sundays, and Holidays 8:00 a.m. to 5:00 p.m.; and May 1st through September 30th Mondays through Fridays 5:00 a.m. to 7:00 p.m., Saturdays, Sundays, and Holidays 8:00 a.m. to 5:00 p.m.

Fixed Noise Sources

The City's Municipal Code Chapter 7.04 also states that the threshold for all commercial-zoned development between 6:00 a.m. to 10:00 p.m. is 65 dBA and between 10:00 p.m. to 6:00 a.m. is 55 dBA.

3.13.3 Impacts

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
NOISE – Would the project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐
b) Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☒	☐

a. Less than Significant Impact. Construction activities for the project would create temporary periods of noise when heavy construction equipment is in operation and would cause a short-term increase in ambient noise levels. However, project construction activities would occur during the permitted hours pursuant to the City's Noise Ordinance. Furthermore, mufflers would be placed on construction equipment to minimize noise and the equipment would be placed so that emitted noise is directed away from the noise sensitive receptors nearest the project area. Therefore, project impacts to construction noise would be less than significant and no mitigation is required.

Stationary (on-site) noises associated with long-term project operations are expected to include idling trucks, delivery truck and automobile parking, delivery truck backup alarms, roof-mounted equipment (e.g., heating/ventilation equipment), as well as noise associated with the loading and unloading of dry goods. The nearest sensitive receptors to the project are the mobile park homes located approximately 50 feet south of the project site. However, the proposed service station/mini mart, drive-thru restaurant,

small businesses, and self- and auto-storage area would be developed in between the proposed warehouses and mobile homes and act as a buffer to minimize noise from stationary warehouse equipment as well as idling trucks. In addition, pursuant to California Air Resources Board (CARB), all project trucks would only be allowed to be idle for up to 5 minutes, which would minimize noise from project trucks. Based on the foregoing, long-term operational noise impacts would be less than significant.

b. Less than Significant Impact. Neither the County nor the State of California have adopted criteria or regulations for ground-borne vibration. However, the U.S. Department of Transportation's Federal Transit Administration (FTA) provides criteria for acceptable levels of ground-borne vibration for various types of building that are susceptible to vibration. The human reaction to vibration is highly subjective and varies from person to person, but generally speaking, 65 VdB (vibration decibels) is considered to be the threshold of perception. Vibrations beyond that amount can be annoying to some people. Vibrations below that amount can have secondary audible effects, such as slight rattling of doors, fixtures, and dishes.

Construction Analysis

Project construction activities would produce some level of vibration. Construction activities would typically require at least one piece of large equipment to be operating at fairly regular intervals, especially during the earlier stages when grading and/or drilling would take place. A large bulldozer or a loaded truck can create ground vibration in excess of 80 VdB at 25 feet from the vibration source. However, the nearest sensitive receptor (i.e., mobile homes) to the project site is approximately 50 feet to the south of the southern boundary of the site. Vibration decreases the further away the receptor gets from the source. According to the FTA's ground-borne vibration criteria, the vibration threshold in residential settings for infrequent vibration events (less than 70 events per day) is 80 VdB. Considering the distance of the nearest sensitive receptor to the potential vibration source (50 feet), the vibration experienced at that location would be below 80 VdB. Furthermore, impacts at the site of the closest sensitive receptor are unlikely to be sustained during the entire construction period, but rather only during the times that heavy construction equipment is operating, particularly near the southern boundary. Construction on the project site would typically be restricted to daylight hours (October 1st through April 30th Mondays through Fridays 6:00 a.m. to 5:30 p.m., Saturdays, Sundays, and Holidays 8:00 a.m. to 5:00 p.m.; and May 1st through September 30th Mondays through Fridays 5:00 a.m. to 7:00 p.m., Saturdays, Sundays, and Holidays 8:00 a.m. to 5:00 p.m), thus eliminating impacts during evening hours. Considering these findings, project construction impacts related to ground-borne vibration or ground-borne noise levels would be less than significant.

Operational Analysis

Under long-term conditions, the project would not include nor require equipment facilities or activities that would result in substantial or perceptible ground-borne vibration. Trucks would travel to-and-from the project site during long-term operation; however, vibration levels for heavy trucks operating. at low-to-normal speeds on smooth, paved surfaces – as is expected on the project site and along surrounding roadways – typically do not exceed 65 VdB. Truck deliveries transiting on-site would travel at very low speeds, so it is expected long-term operations at the project site would not exceed the FTA's allowable levels. Therefore, operational use of the project would have less-than-significant impacts related to ground-borne vibration or ground-borne noise levels.

c. Less than Significant Impact. The closest airport to the project site is the Jacqueline Cochran Regional Airport, which is approximately 1.4 miles southwest of the project site. The project site is located within the Riverside County Airport Land Use Compatibility (ALUCP) Airport Influence Area; however, the project

site is located outside of the 65 community noise equivalent level (CNEL) noise contour. In addition, the Airport Land Use Commission found the project consistent with the ALUCP. Therefore, although the project is within two miles of a public airport, the project would not expose people residing or working in the project area to excessive noise levels associated with airports, and no mitigation is required.

3.13.4 Mitigation

No mitigation is required.

3.13.5 Level of Significance after Mitigation

Less than significant.

3.14 Population and Housing

3.14.1 Sources

- *Southern California Association of Governments, Pre-Certified Local Housing Data for the City of Coachella, April 2021*
- *United States Census Bureau, July 1, 2019.*

3.14.2 Environmental Setting

According to the United States Census Bureau, the City of Coachella had a population of 45,743 in 2019, and the population increased by 12.4% from 2010. The number of households from 2015-2019 was 15,451 with an average household size at 2.92 persons per household.

3.14.3 Impacts

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
POPULATION AND HOUSING – Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

a. Less than Significant Impact. The proposed project would result in development of the property with mixed-use business park uses that would add employment opportunities to the area. It is anticipated that the employment base for both the construction and operational phases of the project would come from the existing population in the Inland Empire, which comprises Riverside County and San Bernardino County. Furthermore, according to SCAG's *Profile of the City of Coachella*, approximately 86% of City of

Coachella residents commute outside of the City for work. Therefore, the project would provide job opportunities closer to home for existing and future Coachella residents.

There are no components of the project that would reasonably result in indirect or unplanned population growth because the surrounding area is mostly developed under existing conditions with some vacant, undeveloped land to the north. The project will be accessible via existing roads and infrastructure. The project site also will be served by existing utilities, and no roads would need to be extended to serve the Project. Extensions for water and sewer are project-specific, and would not induce growth on surrounding lands.

Based on the foregoing analysis, the project would not result in substantial, direct or indirect population growth that would cause a significant direct or indirect impact to the environment. Impacts would be less than significant.

b. **No Impact.** The proposed development of the mixed-use business park will take place on a vacant lot. No structures or housing will be eliminated as a result of the project and no persons will be displaced. Therefore, there would be no impacts, relating to the displacement of people or housing.

3.14.4 Mitigation

No mitigation is required.

3.14.5 Level of Significance after Mitigation

Less than significant.

3.15 Public Services

3.15.1 Sources

- *City of Coachella, Fire Department website* https://www.coachella.org/departments/fire-department, *Accessed on August 13, 2021.*
- *City of Coachella, Police Department website* https://www.coachella.org/departments/police-department, *Accessed on August 13, 2021.*
- *Coachella Valley Unified School District website* https://www.cvusd.us/, *Accessed on August 13, 2021.*
- *City of Coachella General Plan 2035*

3.15.2 Environmental Setting

Fire Protection Services

The Coachella Fire Department provides for fire, paramedic, and emergency services within the corporate boundaries of the City. Fire Station #79, located at 1377 Sixth Street, serves the City.

Police Protection Services

Police protection services are provided by the City's Police Department, which is contracted from the County Sherriff. The Department is located at 86625 Airport Boulevard.

Schools

The Coachella Valley Unified School District (CVUSD) provides educational services for grades K-12 in the City of Coachella. CVUSD receives funding from school facilities fees, state funding, and local funding. CVUSD is authorized to collect school facilities fees as provided for in Government Code Section 53080 *et. seq.* and 65995 et seq. in the amount of $0.66 per square foot for all new commercial/industrial construction.

Parks

The City of Coachella contains 60.2 acres of park and 109 acres of parkland and open space, offering a number of recreation opportunities, including: baseball fields, soccer fields, swimming pools, playgrounds, picnic area, and basketball court.

3.15.3 Impacts

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
PUBLIC SERVICES				
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new of 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:				
i) Fire Protection?	☐	☐	☒	☐
ii) Police Protection?	☐	☐	☒	☐
iii) Schools?	☐	☐	☒	☐
iv) Parks?	☐	☐	☒	☐
v) Other public facilities?	☐	☐	☒	☐

a-i. Less than Significant Impact. The Coachella Fire Department provides fire protection services to the project site and surrounding area. The Coachella Fire Department Fire Station (#79) is located at 1377 Sixth Street, approximately 3.8 miles southeast from the project site. Based on the project site's proximity to the existing fire station, the project would be adequately served by fire protection services, and no new or expanded unplanned facilities would be required. Additionally, the project would feature fire safety and fire suppression designs, including type of building construction, fire sprinklers, a fire hydrant system, and paved access. The Coachella Fire Department will review and approve project plans to ensure all applicable fire standards and regulations are met. Therefore, impacts associated with fire protection services would be less than significant.

a-ii. Less than Significant Impact. The Coachella Police Department provides police protection services to the project site and surrounding area. The Department is located at 86625 Airport Boulevard, approximately 0.9 miles west of the project site. Based on the project site's proximity to the existing police station, the Project would be adequately served by police protection services, and no new or expanded unplanned

facilities would be required. The Coachella Police Department will review and approve project plans to ensure all applicable police standards and regulations are met. Therefore, impacts associated with police protection services would be less than significant.

a-iii. Less than Significant Impact. The nearest school is the John Kelley Elementary School, which is located approximately 0.9 miles southwest of the project site at 87163 Center Street in Thermal. The project is proposing the development of a business park, which will consist of industrial and commercial uses. There is no housing proposed on the project site that would lead to the increase in population. In addition the proposed project is required to pay the State mandated school impact fees, which were designed to mitigate impacts to schools. Therefore, impacts would be less than significant.

a-iv. Less than Significant Impact. The City of Coachella requires new developments to dedicate land for recreational purposes or pay in-lieu fees. The proposed project is not anticipated to increase the use of parks such that substantial park lands would be required. The proposed project consists of commercial and industrial uses that would attract people for a temporary amount of time. It is not generating any new dwelling units for permanent or temporary housing that would increase the use of parks. The proposed project would result in a negligible population increase and a negligible demand for park facilities. Therefore, the payment of the City's in-lieu fee will assure that the impacts to City parks would be less than significant.

a-v. Less than Significant Impact. The project would result in less-than-significant impacts to other public facilities. As stated above, the proposed project is not proposing any new dwelling units. Due to this it is not expected that the project would result in an increase in population that would require the provision of additional public facilities, including libraries, community recreation centers, post offices, and/or animal shelters within the City of Coachella. As such, implementation of the project would not adversely affect other public facilities or require the construction of new or modified public facilities and impacts would be less than significant,

3.15.4 Mitigation

No mitigation is required.

3.15.5 Level of Significance after Mitigation

Less than significant.

3.16 Recreation

3.16.1 Sources

The following sources were utilized to support the conclusions made in this section:

- *City of Coachella General Plan 2035*
- *City of Coachella General Plan Final Environmental Impact Report (EIR) 2035*

3.16.2 Environmental Setting

Parks and recreational facilities provide residents, visitors, and the community with both passive and active recreational benefits. Within the City of Coachella, there are traditional parks, school, recreational facilities,

additional services, and trails. The City of Coachella is located within the Coachella Valley Recreation and Park District (CVRPD), which provides park and recreation services for the City. Currently, there are no regional parks located within the City of Coachella.

Within the City of Coachella there are seven public parks and one tot lot, which total approximately 60.2 acres of community parks, neighborhood parks, mini-parks, and pocket parks. Within the City there are three mini-parks that total approximately 5.1 acres. In addition, the Ye'we'vichem Park is sized at approximately 0.6 acres and is considered a special use park that includes benches and a small monument. Lastly, there is one Tot-lot within the City, which consist of 0.2 acres and is comprised of sandboxes and play equipment.

The City of Coachella also provides recreation facilities, which include the Coachella Valley Boxing Club, Jack Delgado Karate Club, and Eleanor Shadowen Senior Citizen Center. The City of Coachella contracts with the Coachella Valley Boxing Club and leases the indoor boxing club and fitness facility located at 51303 Douma Street. In addition, the City also leases classrooms located at 1538 7th Street to the Jack Delgado Karate Club. The City operates the Eleanor Shadowen Senior Center which is located in downtown at 1540 7th Street.

3.16.3 Impacts

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
RECREATION				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒

a. **No Impact**. The project would develop the subject property with industrial land uses. The project does not propose any type of residential use or other land use that may generate a population that would increase the use of existing neighborhood and regional parks or other recreational facilities. Accordingly, implementation of the proposed project would not result in the increased use or substantial physical deterioration of an existing neighborhood or a regional park, thus, no impact would occur.

b. **No Impact.** The proposed project is a mixed-use development that would not propose recreational facilities or require the construction or expansion of recreation facilities that would cause an adverse physical effect on the environment. No impact would occur.

3.16.4 Mitigation

No mitigation required.

3.16.5 Level of Significance after Mitigation

Less than significant.

3.17 Transportation

3.17.1 Sources

- *Integrated Engineering Group, Coachella Airport Business Park Traffic Impact Analysis, March 2021* (Appendix J)

3.17.2 Environmental Setting

Project Access

The project is proposed to be developed in three phases on a vacant site located at the northwest quadrant of SR-86 and Airport Boulevard. Access to the project site will be provided via a newly constructed driveway along the western end of the property on Airport Boulevard which will be signalized at Phase III of the project. Additionally, a secondary access east of the primary access on Airport Boulevard will be provided for emergency access use only.

Roadway Network

Airport Boulevard from Harrison Street to Pierce Street functions as a 2-lane major arterial that is currently under County of Riverside jurisdiction, within the City of Coachella sphere of influence. The posted speed limit on Airport Boulevard is 45 miles per hour (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.

Transit System

The SunLine Transit Agency is the main transit agency servicing the City of Coachella. Currently, SunLine operates buses on two routes within the vicinity of the project including Routes 91 and 95. Route 91 operates seven days a week and connects Coachella to Indio, Thermal, Oasis and Mecca. Weekday service frequency is 60 minutes and weekend service frequency is 80 minutes. Bus stops for Route 91 are currently located west of the project at the intersection of Airport Boulevard and Palm Street. Pedestrian accessibility and connectivity from the project site to this bus stop is provided along the south side of Airport Blvd. Route 95 operates seven days a week and connects Coachella to North Shore. Weekday and weekend service frequency is 180 minutes. Bus stops for Route 95 are currently located along the project frontage on Airport Boulevard.

Active Transportation System

Active transportation facilities including pedestrian and bicycle facilities within the study area of the project are limited. Pedestrian crosswalks are generally provided at sign intersections along Airport Boulevard. Neither bicycle facilities nor sidewalks currently exist along the project 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. Project is proposing to provide half width right-of-way improvements along the property frontage including vehicular travel lane, bike lanes, curb, gutter and sidewalk.

3.17.3 Impacts

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
TRANSPORTATION/TRAFFIC – Would the project:				
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☐	☒	☐
b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	☐	☐	☒	☐
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
d) Result in inadequate emergency access	☐	☐	☒	☐

a. Less than Significant Impact with Mitigation Incorporated.

City of Coachella General Plan

In coordination with City staff, the project's Traffic Impact Analysis (*Appendix J*) identified level of service (LOS) deficiencies for compliance with City of Coachella General Plan goals subsequent to July 1, 2020 but are not considered significant environmental impacts. Instead, deficiencies and improvements may be incorporated into project conditions of approval as deemed satisfactory to the City engineer. The City has established LOS D as the minimum allowable LOS at intersections. Therefore, any intersection operating at LOS E or worse will be considered deficient for the purposes of this analysis.

The study area for this project was developed consistent with the Riverside County Traffic Impact Analysis Preparation Guide, including all intersections at which the proposed project will add 50 or more peak hour trips. There are a total of 9 intersections and 3 roadway segments located within the project study area (refer to *Appendix J*). Below is an analysis of the intersections and roadway segments operating conditions under Existing (2020), Opening Year Phase 1 (2025), Opening Year Phase 2 (2030), and Buildout (2035) traffic conditions.

The traffic analysis determined that the project would generate 3,307 daily trips at Phase 1, 4,078 daily trips at Phase 2, and a total of 4,786 trips at build out.

Existing Year (2020) Scenario

The analysis considered 8 intersections in the project area, including both north- and south-bound ramps at Highway 86, and found that all the studied intersections currently operate at an acceptable level of service. In addition, the analysis found that all three roadway segments studies currently operate at an acceptable level (please see Table 3-1 and Table 3-2 of *Appendix J)*.

Opening Year (2025) Scenario

The Opening Year 2025 Baseline Conditions traffic volumes were developed by applying annual growth factors to the La Entrada Specific Plan 2012 counts for 13 years. For intersections 3 and 4, annual growth factors per intersection was applied to 2020 counts for 5 years. Phase I Project traffic volumes were then added to the Opening Year 2025 Baseline Conditions traffic volumes to develop Opening Year 2025 with Project Phase I Conditions traffic volumes.

Per the analysis results shown in Table 4-1 of *Appendix J*, all analyzed intersections operate at an acceptable LOS under the Opening Year with project 2025 scenario except for the Airport Boulevard and Tyler Street intersection, which operates at LOS E during AM peak hour. The intersection of Airport Boulevard and Tyler Street warrants a traffic signal under Opening Year 2025 scenario. . In order to assure that this signalization improvement reduces impacts to this intersection, the project will be required to pay the City's Development Impact Fee (DIF) and TUMF fees, which will offset the project's contribution to deficiencies at this intersection.

As shown in Table 4-3 of *Appendix J*, all analyzed roadway segments operate at acceptable LOS under the Opening Year 2025 scenario.

Opening Year (2030) Scenario

The same growth factors used for the Phase 1 scenario were extended for the Phase 2 scenario. As shown in Table 5-1 of *Appendix J*, all 8 studied intersections and the project driveway operate at acceptable levels, except the intersections of Airport Boulevard and Filmore and Tyler Streets, which both operate at unacceptable levels during the AM peak hour. As with the Phase 1 scenario, the Tyler intersection requires signalization, as does the Filmore intersection. As with the Phase 1 scenario, with the installation of a traffic signal, both intersections operate at acceptable levels. In order to assure that these signalization improvement reduce impacts to these intersections, the project will be required to pay the City's Development Impact Fee (DIF) and TUMF fees, which will offset the project's contribution to deficiencies at these intersections.

As shown in Table 5-3 of *Appendix J*, all analyzed roadway segments operate at an acceptable LOS under the Opening Year 2030 scenario.

Buildout (2035) Scenario

The same growth projections were applied to build out of the project, extended to 2035. However, for the purpose of roadway segment capacity analysis, the buildout classification of 6-lane urban arterial for Airport Boulevard was assumed; consistent with the City of Coachella General Plan. Per the analysis results shown in Table 6-1 of *Appendix I*, only the Airport Boulevard and Polk and Palm Street intersections would operate at an acceptable LOS under Buildout with project 2035 Conditions:

In order to provide adequate LOS, and consistency with the General Plan, the following improvements will be required:

- Airport Boulevard and Pierce Street – Convert intersection to all-way stop control and widen or reconfigure intersection approaches to provide 1 exclusive left turn lane, 1 through lane and 1 shared through-right turn lane in the northbound direction; 1 exclusive left turn lane, 1 through lane and 1 shared through-right turn lane in the southbound direction; 1 exclusive left turn lane and 1 shared through-right turn lane in the eastbound direction; and 1 exclusive left turn lane and 1 shared through-right turn lane in the westbound direction.

- Airport Boulevard and Filmore Street – Signalize the intersection and widen or reconfigure intersection approaches to provide 1 exclusive left turn lane and 1 shared through-right turn lane in the northbound direction; 1 shared through-left turn lane and 1 exclusive right turn lane in the southbound direction; and 1 exclusive left turn lane, 1 through lane and 1 exclusive right turn lane in the eastbound direction.
- Airport Boulevard and SR-86 NB Ramps – Widening of Airport Boulevard to 4 lanes from SR-86 SB Ramps to SR-86 NB Ramps and add 1 exclusive right turn lane in the eastbound direction.
- Airport Boulevard and Tyler Street – Signalize the intersection Airport Boulevard and SR-86 SB Ramps – Add 1 exclusive left turn lane in the southbound direction and widen Airport Boulevard to 4 lanes from SR-86 SB Ramps to SR-86 NB Ramps. and widen or reconfigure intersection approaches to provide 1 exclusive left turn lane and 1 shared through-right turn lane in the southbound direction; 1 exclusive left turn lane, 1 through lane and 1 exclusive right turn lane in the eastbound direction; and 1 exclusive left turn lane, 1 through lane and 1 exclusive right turn lane in the westbound direction.
- Airport Boulevard and Harrison Street - Widen or reconfigure intersection approaches to add 1 through lane in the northbound direction; add 1 exclusive left turn lane and 1 through lane in the southbound direction; provide 1 exclusive left turn lane, 1 through lane and 1 exclusive right turn lane in the eastbound direction; and add 1 exclusive left turn lane and 1 through lane in the westbound direction.
- Airport Boulevard and Project Driveway – Signalize the intersection.

The project's share of these improvements will be made conditions of approval for the project, thereby assuring that the project is consistent with the General Plan's LOS policies. The applicant would be required to contribute toward the construction of all deficient locations through development fee payments toward adopting funding mechanisms including Transportation Uniform Mitigation Fee (TUMF), City of Coachella Development Impact Fee (DIF). The project will be conditioned to fully construct and signalize the main access point to the development at the intersection of Airport Boulevard and Project Driveway. With mandatory fees and intersection improvement to Airport Boulevard and Project Driveway, the project would maintain an acceptable LOS established in the City's General Plan.

Per the analysis results shown in Table 6-2 of *Appendix J*, there will be excess queue demand as the anticipated vehicular queues exceed the stacking area available for the eastbound left turn movement at Airport Boulevard and SR-86 Southbound Ramps and the southbound left turn movement at the project driveway. The project will extend the existing eastbound left turn pocket at the southbound SR-86 ramps to 200 feet.

As shown in Table 6-3 of *Appendix J*, all analyzed roadway segments would operate at an acceptable LOS under Buildout (2035) Conditions.

The SunLine Transit Agency is the main transit agency servicing the City. Currently, SunLine operates buses on two routes within the vicinity of the project including Routes 91 and 95. Pedestrian accessibility and connectivity from the project site to Route 91 is provided along the south side of Airport Boulevard and to Route 95 is along the project site frontage on Airport Boulevard. The project would not interfere with the bus routes within the project site vicinity.

No bicycle facilities or sidewalks currently exist along the project 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 applicant is proposing to provide half width right-of-way improvements along the property frontage including a vehicular travel lane, bike lane,

curb, gutter, and sidewalk. The applicant would comply with the City's design and development standards; therefore, the project would not interfere with existing or planned bicycle facilities or sidewalks in the City.

In conclusion, implementation of the project would be consistent with the goals and policies of the City's General Plan and impacts would be less than significant.

b. Less than Significant Impact. The City, In absence of direct guidance from the lead agency, statewide guidance was used as the basis to evaluate VMT for this project.

The Riverside Transportation Analysis Model (RIVTAM) was used to assess the proposed project's VMT. VMT for the comparable region is summarized in Table 11, below.

Table 12 Regional VMT Estimates

Year	Coachella			5-Mile Buffer of Coachella			10-Mile Buffer of Coachella			CVAG		
	VMT	SP	VMT/SP	VMT	SP	VMT/SP	VMT	SP	VMT/SP	VMT	SP	VMT/SP
2012 No Project	539,185	50,573	10.66	2,733,799	159,987	17.09	5,097,400	285,640	17.85	12,264,233	607,952	20.17
2012 With Project	545,381	51,361	10.62	2,741,885	160,775	17.06	5,105,122	286,428	17.82	12,275,343	608,740	20.17
Change			-0.04			-0.03			-0.02			-0.01
2020 No Project	718,774	67,796	10.60	3,492,724	193,971	18.01	6,200,457	338,255	18.33	14,881,615	728,251	20.43
2020 With Project	725,215	68,584	10.57	3,499,630	194,759	17.97	6,207,277	339,043	18.31	14,890,746	729,039	20.43
Change			-0.03			-0.04			-0.02			-0.01
2040 No Project	1,167,746	110,852	10.53	5,390,034	278,930	19.32	8,958,101	469,794	19.07	21,425,068	1,028,998	20.82
2040 With Project	1,174,800	111,640	10.52	5,393,992	279,718	19.28	8,962,665	470,582	19.05	21,429,255	1,029,786	20.81
Change			-0.01			-0.04			-0.02			-0.01

Notes:
1. *SP – Service Population (sum of population and employment within the region).*
2. *VMT/SP = VMT per Service Population*

Source: Fehr & Peers, 2020

As shown in Table 11, VMT slightly increases throughout each region in the base year and future year model runs with increased employment included in the model. This increase is expected with any increase in population or employment in a region which is why it is recommended to normalize VMT by the service population. When comparing the VMT per service population across the various regions, there are decreases across all regions. The VMT per service population is expected to decrease within the City of Coachella boundary, a 5-mile buffer of the City of Coachella, a 10-mile buffer of the City of Coachella, and the CVAG boundary. Therefore, the project is anticipated to result in a less-than-significant transportation impact related to VMT.

c/d Less than Significant Impact. Primary access to the project site will be provided to Airport Boulevard via the southwest driveway. The applicant proposes to install a signalized intersection on Airport Boulevard and southwest project driveway. As described above, the project applicant proposes to provide a half-width right-of-way improvement along the property frontage including a vehicular travel lane, bike lanes, curb, gutter, and sidewalk. A second access point to the project site would be provided on Airport Boulevard, which would be used for emergency access. Two access points also would be provided along the northern project site boundary. The Fire Department and the Police Department will review the

proposed site plan to ensure that all safety design features and measures related to emergency access and geometric design are compliant with existing standards prior to final project approval; therefore, with implementation of the on-site roadway and site access improvements listed above, the project would not substantially increase hazards due to a geometric design and would not result in inadequate emergency access. Therefore, project impacts would be less than significant impact, and not mitigation is required.

3.17.4 Mitigation

No mitigation is required.

3.17.5 Level of Significance after Mitigation

Less than significant.

3.18 Tribal Cultural Resources

3.18.1 Sources

- *AB 52 Tribal Consultation Letters*

3.18.2 Environmental Setting

The project area 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 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 suddenly at less than 3 kilometers (2 miles) eastward to sea level at the city of Indio, some 10.5 kilometers (6.5 miles) northeast of where the project area is located.

The City conducted Tribal consultation in conformance with both SB 18 and AB 52. The City received three responses: the Morongo Band and the Fort Yuma Queshan Tribe declined consultation. The Agua Caliente did request consultation, and the City met with the Tribe to review the proposal and the site.

3.18.3 Impacts

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
TRIBL CULTURAL RESOURCES – Would the project:				
a) 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:				

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
i) 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	☐	☐	☒	☐
ii) 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.	☐	☒	☐	☐

a.i. Less than Significant Impact. As previously discussed in Section 3.5.3, Cultural Resources, of this IS/MND, the Cultural Report showed that no fewer than 15 pervious investigations have been conducted and documented within the project site area since 1974. In addition, the data review indicated that no fewer than 22 cultural resources have been previously documented within one mile of the project area. These resources included 2 historic-period archaeological sites and 20 historic-period built environment resources. The report indicated that none of those resources are prehistoric and none of them have been identified within the project area. A segment of the Whitewater River Storm Water Channel (33-017259), an earthen and concrete-lined channel constructed in 1915, borders the project area to the west; however, the Channel is not considered eligible for the CRHR or the NRHP. In addition, no cultural resources were found at the off-site improvement area according to CVWD's Subsequent IS/MND (SCH#2019079095). Therefore, the proposed project would have a less-than-significant impact to tribal cultural resources and no mitigation is required.

a.ii. Less than Significant Impact. PaleoWest contacted the NAHC, as part of the cultural resource assessment, on March 18, 2020, for a review of SLF. The NAHC recommended that 12 tribal groups be contacted to elicit information regarding cultural resources issues related to the proposed project. Thus, PaleoWest sent out letters to the 12 recommended tribal groups on April 3 and April 6, 2020. As described above, only one Tribe, the Agua Caliente Band of Cahuilla Indians (ACBCI) requested consultation. 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. The Tribe requested that not only an archaeological monitor, but also a Tribal monitor be present. This requirement has been added to CUL-1. With implementation of this mitigation measure, impacts to Tribal cultural resources will be reduced to less than significant levels.

3.18.4 Mitigation

See Mitigation Measure CUL-1 above.

3.18.5 Level of Significance after Mitigation

Less than significant.

3.19 Utilities and Services

3.19.1 Sources

- *City of Coachella, General Plan Update, April 22, 2015.*
- *City of Coachella, General Plan Update Final EIR, October 2014.*

3.19.2 Environmental Setting

Domestic Water

Domestic water for the majority of the City is provided by both the Coachella Valley Water District (CVWD); and the City. In the case of the project, the City will provide water service. Groundwater is the principal source of municipal water supply in the Coachella Valley. The main groundwater source for the entire valley is the Coachella Valley Groundwater Basin, Indio Subbasin, and the Whitewater River Subbasin. The Whitewater River Subbasin underlies a major portion of the valley floor and encompasses approximately 400 square miles. The City will provide water services to the project site via a proposed water line that would connect from the water line from Palm Street (located west of the project site) and extend through the Union Pacific Railroad right-of-way and the Whitewater River Channel to serve the site.

Waste Water

The Coachella Valley Water District (CVWD) is the primary service provider wastewater and sewage collection and treatment services in the City. Wastewater is conveyed through sewer trunk lines generally ranging in size from four to 24 inches, relying primarily on gravity flow. CVWD would provide sewer services to the project site via a proposed sewer line that would be located beneath Airport Boulevard.

Solid Waste

The City currently contracts with Burrtec to provide solid waste collection and disposal management services. Municipal solid waste generated in the City is taken to the Coachella Valley Transfer Station, which currently receives an average of 328 tons of waste per day and has a capacity of 1,100 tons of waste per day.

3.19.3 Impacts

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
UTILITIES AND SERVICE SYSTEMS – Would the project:				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☒	☐
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☒	☐

a-e. Less than Significant Impact.

Domestic Water

The City would provide domestic water services to the project site. Implementation of the project would require approximately 104.67 acre-feet (AFY). Implementation of the project would result in a marginal increase in water demand within the City's service area; however, the City would have sufficient water supplies serve to the project and reasonably foreseeable future development during normal, dry, and multiple dry years, as described in the project-specific Water Supply Assessment (WSA) prepared for the project (*Appendix K)*.

Additionally, the project will be required to implement all water conservation measures imposed by the City under normal as well as drought conditions over the life of the project. These include requirements of Executive Order B-29-15, mandating reductions in water use by 36% in the Coachella Valley. The project would provide a new water line that would connect from the water line from Palm Street (located west of the project site) and extend through the Union Pacific Railroad right-of-way and the Channel to service the site. No new wells or additional water infrastructure or entitlements will be required. Therefore, the project would have a less-than-significant impact and no mitigation is required.

Waste Water

Wastewater generated from the project site would be treated through the CVWD. The project would generate a minimal increase in wastewater and since WRP 10 has a capacity of 18 mgd and treats an average of 10 mgd, the project would not result in a significant impact.

The project would provide a new sewer line that would be located beneath Airport Boulevard, and wastewater will be transported to WRP 10. All applicable requirement of the Colorado River Basin Regional Water Quality Control Board would be implemented, and no violations of wastewater treatment

requirements are anticipated. Therefore, the project would have a less-than-significant impact and no mitigation is required.

Stormwater

The City requires on-site detention and/or retention basins for all new developments to manage surface water flows and reduce runoff from sources such as stormwater and landscape irrigation. The project complies with this requirement by including on-site retention basins to ensure stormwater is retained on-site. Additional measures to address onsite stormwater management are described in Section 3.10, *Hydrology and Water Quality*. Project-related impacts to stormwater management systems are expected to be less-than-significant. Therefore, the project would have a less-than-significant impact and no mitigation is required.

Solid Waste

Implementation of the proposed project would generate an incremental increase in solid waste volumes requiring off-site disposal during short-term construction and long-term operational activities. The project would be required to comply with AB 939, which requires a minimum of 50 percent of all construction waste and debris to be recycled. Additionally, the project would be required to comply with mandatory waste reduction requirements as described below. Solid waste generated by the project would be disposed at the Coachella Valley Transfer Station, which currently receives an average of 328 tons of waste per day and has a capacity of 1,100 tons of waste per day.

Construction Impact Analysis

Solid waste requiring disposal would be generated by the construction process, primarily consisting of discarded materials and packaging. Based on the size of the project (624,150 s.f. building) and the United States Environmental Protection Agency's (U.S. EPA) construction waste generation factor of 4.34 pounds per square foot for non-residential uses, approximately 1,354 tons of waste is expected to be generated during the project's construction phase. CalGreen requires that a minimum of 65% of all construction waste be diverted from landfills (by recycling, reusing, and other waste reduction strategies); therefore, the project is estimated to generate a total of approximately 474 tons of solid waste requiring landfill disposal during project construction.

Non-recyclable construction waste generated by the project would be disposed at the Coachella Valley Transfer Station. As described above, these landfills receive well below their maximum permitted daily disposal volume; thus, the relatively minimal construction waste generated by the project is not anticipated to cause the landfill to exceed its maximum permitted daily disposal volume. Furthermore, the Coachella Valley Transfer Station is not expected to reach its total maximum permitted disposal capacities during the project's construction period. The Coachella Valley Transfer Station has sufficient daily capacity to accept solid waste generated by the project's construction phase; therefore, impacts to landfill capacity associated with the project's near-term construction activities would be less than significant.

Operational Impact Analysis

Based on a daily waste generation factor of 1.42 pounds of waste per 100 square feet of industrial building area obtained from CalRecycle, long-term, on-going operation of the project would generate approximately 4.43 tons of solid waste per day. Pursuant to AB 939, at least 50 percent of the project's solid waste is required to be diverted from landfills; therefore, the project would generate a maximum of 2.22 tons of solid waste per day requiring landfilling.

Non-recyclable solid waste generated during long-term operation of the project would be disposed at the Coachella Valley Transfer Station. As described above, these landfills receive well below their maximum permitted daily disposal volume; thus, waste generated by the project's operation is not anticipated to cause the landfill to exceed its maximum permitted daily disposal volume. Because the project would generate a relatively small amount of solid waste per day as compared to the permitted daily capacities at receiving landfills, impacts to regional landfill facilities during the project's long-term operational activities would be less than significant.

3.19.4 Mitigation

No mitigation is required.

3.19.5 Level of Significance after Mitigation

Less than significant.

3.20 Wildfire

3.20.1 Sources

- *California Department of Forestry and Fire Protection (CAL FIRE), Map of CAL FIRE's Fire Severity Zones in Local Responsibility Areas – Western Riverside County, December 24, 2009. Accessed August 13, 2021* https://osfm.fire.ca.gov/media/6754/fhszl_map60.pdf
- *CAL FIRE, Fire Hazard Severity Zones in SRA, November 7, 2007. Accessed August 31, 2021* https://osfm.fire.ca.gov/media/6752/fhszs_map60.pdf
- *City of Coachella General Plan Update 2035*

3.20.2 Environmental Setting

The project site is situated in the southern area of Coachella. The project site is located within an area of the City that is somewhat developed. According to CAL FIRE maps, the project site is not located within a very high fire hazard severity zone or a fire hazard severity zone in a State Responsibility Area (SRA).

3.20.3 Impacts

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
WILDFIRE – If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☐	☒

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☒
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☒

a-d. Less than Significant Impact. The project site is not located in or near SRA or lands within a very high fire hazard severity zone; therefore, the project would not exacerbate wildfire hazard risks or expose people or the environment to adverse environmental effects related to wildfires. As such, no impact would occur.

3.20.4 Mitigation

No mitigation is required.

3.20.5 Level of Significance after Mitigation

Less than significant.

3.21 Mandatory Findings of Significance

3.21.1 Sources

All sources previously listed were used to support the conclusions made in this section.

3.21.2 Environmental Setting

The environmental setting for the project is summarized within Sections 2.1 through 2.20 of the Initial Study for each environmental issue.

3.21.3 Impacts

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
MANDATORY FINDINGS OF SIGNIFICANCE				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish	☐	☒	☐	☐

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?				
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☒	☐	☐
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐

a. Less than Significant with Mitigation Incorporated. All impacts to the environment, including impacts to habitat for fish and wildlife species, fish and wildlife populations, plant and animal communities, rare and endangered plants and animals, and historical and pre-historical resources were evaluated as part of this Initial Study. Throughout this Initial Study, where impacts were determined to be potentially significant, mitigation measures have been imposed to reduce those impacts to less than significant levels. Accordingly, with incorporation of the mitigation measures imposed throughout this Initial Study, the project would not substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self- sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory. Impacts would be reduced to less than significant levels with mitigation incorporated.

b. Less than Significant with Mitigation Incorporated. The environmental evaluation of this Initial Study concluded that, with adherence to all mitigation measures the project's cumulatively considerable impacts would be mitigated to less-than-significant levels.

c. Less than Significant with Mitigation Incorporated. The project could result in environmental impacts to humans directly or indirectly. All project environmental impacts would be less than significant or less than significant with mitigation incorporated. The project would therefore not result in environmental effects which would cause substantial adverse effects on human beings, either directly or indirectly.

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Appendices A-J
Available on city website