
Encanto Housing Project

Initial Study/Mitigated Negative Declaration

Lead Agency:

City of Coachella
1515 6th Street
Coachella, CA 92236

Prepared by:

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



October 2023

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Acronyms

AB	Assembly Bill
ADA	American Disabilities Act
ADU	Accessory Dwelling Unit
ALUC	Airport Land Use Compatibility
APN	Assessor's Parcel Number
AQ	Air Quality
AQMP	Air Quality and Management Plan
ASTM	American Society for Testing and Materials
BACM	Best Available Dust Control Measures
BERD	Built Environment Resources Directory
bgs	Below Ground Surface
Bio-CO2	Biogenic Carbon Dioxide
BMPs	Best Management Practices
CalEEMod	California Emissions Estimator Model
CalFire	California Department of Forestry and Fire Protection
CAP	Climate Action Plan
CARB	California Air Resource Board
CBSC	California Building Standards Code
CCR	California Code of Regulations
CDC	California Department of Conservation
CDFG	California Department of Fish and Game
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CGP	Construction General Permit
CGS	California Geological Survey
CH4	Methane
CHMMA	California Hazardous Material Management Act
CNDD	California Natural Diversity Database
CNEL	Community Noise Equivalent Level
CO	Carbon Monoxide
CO2e	Carbon dioxide equivalent
CVMSHCP	Coachella Valley Multiple Species Habitat Conservation Plan
CVRPD	Coachella Valley Recreation and Park District
CVUSD	Coachella Valley Unified School District
CVWA	Coachella Valley Water Authority
CWA	Clean Water Act
dBA	A-weighted decibel
DWR	California Department of Water Resources
EIR	Environmental Impact Report
FEMA	Federal Emergency Management Agency

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FMMP	Farmland Mapping and Monitoring Program
FMCSA	Federal Motor Carrier Safety Administration
FWS	Fish and Wildlife Services
GHG	Greenhouse Gas
HHH	Heavy-Heavy Duty
HMTA	Hazardous Materials Transportation
hp-hr-gal	Horsepower Hours Per Gallon
ISTEA	Intermodal Surface Transportation Efficiency Act
kBTU	British Thermal Units
kWh	Kilowatt Hours
LDA	Light Duty Autos
LRA	Local Responsibility Area
LST	Localized Significant Thresholds
MHD	Medium Heavy Duty
MLD	Most Likely Descendant
MM	Mitigation Measure
MTCO _{2e}	Metric tons of carbon dioxide equivalent
N ₂ O	Nitrous Oxide
NAHC	Native American Heritage Commission
NonBio-CO ₂	Non-biological Carbon Dioxide
NO _x	Nitric Oxide
NPDES	National Pollutant Discharge Elimination System
NRHP	National Register of Historic Places
PM ₁₀	Particles that are less than 10 micrometers in diameter
PM _{2.5}	Particles that are less than 2.5 micrometers in diameter
PPV	Peak Particle Velocity
PRC	Public Resources Code
PRMMP	Paleontological Resources Monitoring and Mitigation Plan
RCFCWCD	Riverside County Flood Control and Water Conservation District
RCRA	Resource Conservation and Recovery Act
R-S	Residential Single Family
RWQCB	Regional Water Quality Control Board
SB	Senate Bill
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCE	Southern California Edison
SO ₂	Sulfur Dioxide
SR	State Route
SRA	State Responsibility Area
SSAB	Salton Sea Air Basin
SWPPP	Storm Water Pollution Prevention Plan
USACOE	United States Army Corps of Engineers



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US EPA	United States Environmental Protection Agency
USGS	United States Geographical Survey
VHFHZ	Very High Fire Hazard Zone
VMT	Vehicle Miles Traveled
VOC	Volatile Organic Compounds
WAC	Williamson Act Contract
WQMP	Water Quality Management Plan
WSC	Western Science Center
WWTP	Wastewater Treatment Plant



Chapter 1 Project Description

1. Project title: Encanto Housing Project

2. Lead Agency name and address

City of Coachella
1515 6th Street
Coachella, CA, 92236

3. Contact person and phone number

Gabriel Perez, Development Services Director
(760) 398-3502

4. Project location

APN: 779-360-001

City/County: Coachella, Riverside County, CA

West of Van Buren Street, south of Frida Way which is a driveway for Coral Mountain Academy.
See Exhibit 1, Regional Location and Exhibit 2, Project Location.

5. Project applicant/sponsor's name and address:

Joseph Rivani
3470 Wilshire Boulevard, Suite 1020
Los Angeles, CA 90010
213-365-005

6. General Plan designation: Regional Retail District (current GP designation). See Exhibit 4, Existing General Plan.

7. Zoning: Residential Suburban (R-S) (current zoning designation). See Exhibit 5, Existing Zoning. Applicant is requesting a Planned Unit Development (PUD) overlay. See Exhibit 6, Proposed Zone.

8. Description of Project

The proposed Project (Encanto) will consist of 111 single-family homes with attached accessory dwelling units (ADUs) on 81 of the units as well as associated site improvements on a currently vacant 19.2 acre property (APN 779-360-001) located in the City of Coachella, Riverside County, California. The Project site is located west of Van Buren Street, 1,000 feet north of 51st Avenue, and 600 feet to the south of 52nd Avenue (see Exhibit 3, Site Plan). The development proposes 4,500 square foot minimum lot sizes and includes 111 residential units, on-site landscaping, interior roadways, open space, and on-site retention basin on the east portion of the site.

The development also proposes 81 of the 111 residential lots to have single family homes with ADUs. The addition of the 81 ADUs will not increase the height of the proposed buildings beyond that of the main building and will be consistent with the models as proposed in Exhibit 3. The remaining 30 lots are proposed to have only single-family homes. However, future owners may add ADUs to these structures, as allowed by state and local requirements.

1 Project Description

The development focuses on providing homes that create outdoor rooms and an indoor/outdoor lifestyle for the residents. The two-story residential buildings without ADUs would range from 2,000 square foot three (3) bedroom and two and a half (2 ½) baths to 2,800 square foot Five (5) bedrooms and Three and a half bath (3 ½) baths. The homes would be generally oriented in an east/west direction to minimize the east/west exposures and maximize the north/south exposures for sun control and daylighting. Structures with ADUs would also be two stories and range from 900 to 1200 square feet.

The homes are to be California Mission style, incorporating light colored Santa Barbara exterior plaster, dark colored siding with wide overhangs, wood trellises and covered patios to create a cohesive and unifying style that responds to the desert environment. The garage doors are to be located behind entry porches/trellises in order to appear recessive. Second story balconies facing the streets would provide visual interest and a layering to the front facade.

The Project is in the Regional Retail District which allows for a mix of residential and commercial. This District allows high-density residential with commercial uses. The site zoning changed to Regional Commercial (R-C) in June 2023; the Applicant intends to keep the existing R-C designation while implementing a Planned Unit Development (PUD) overlay (Exhibit 6, Proposed Zone.)

Associated site improvements will include landscaping with a large retention basin on the east portion of the site with secondary retention basins on each block of homes. The eastern portion of the proposed Project would include a landscaped turf park, retention basin, along with two landscaped walking paths on both the northeast and southeast of the site. Internal concrete walkways throughout the site will be lit by streetlights for ease of visibility. Utility infrastructure and on-site retention and primary Project access will be provided along the site's eastern frontage along Van Buren Street. A roadway network will be constructed throughout the site to provide circulation. This roadway will be designed for adequate fire and access and turn radii. Signage for the development will be at the entrance on Van Buren Street. (Exhibit 3, Proposed Site Plan).

Project construction is expected to take approximately 1.5 years.

9. Surrounding land uses

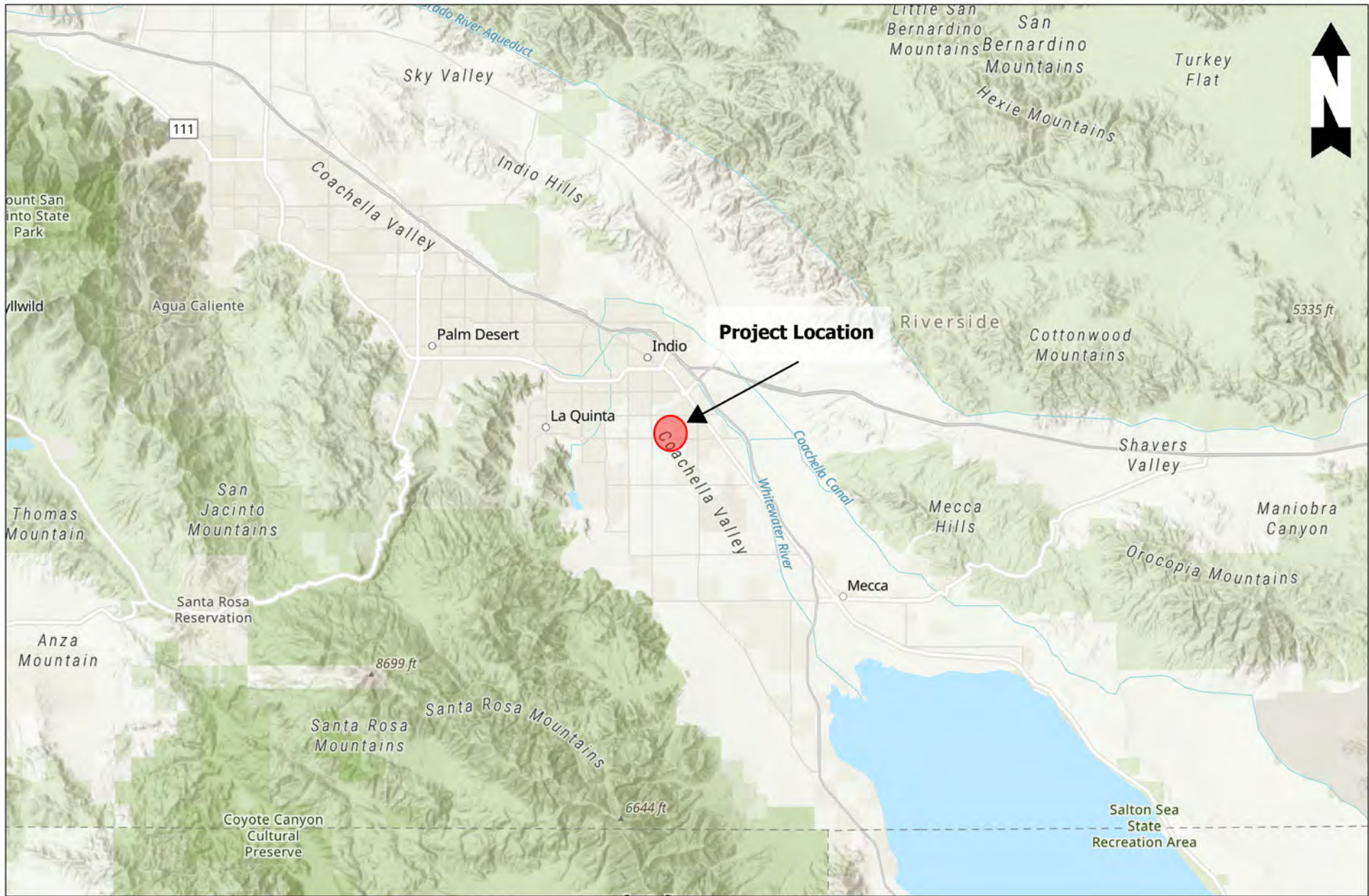
The surrounding zoning to the north is Residential Suburban (R-S), to the south General Commercial (C-G), To the east General Commercial (C-G), and to the west Sphere of Influence. Three (3) single-family residences are located approximately 500 feet south from the Project site. Surrounding zoning is a mix of General Commercial and Residential Multiple Family. See Exhibit 7, Existing Land Uses.

10. Other public agencies whose approval is required

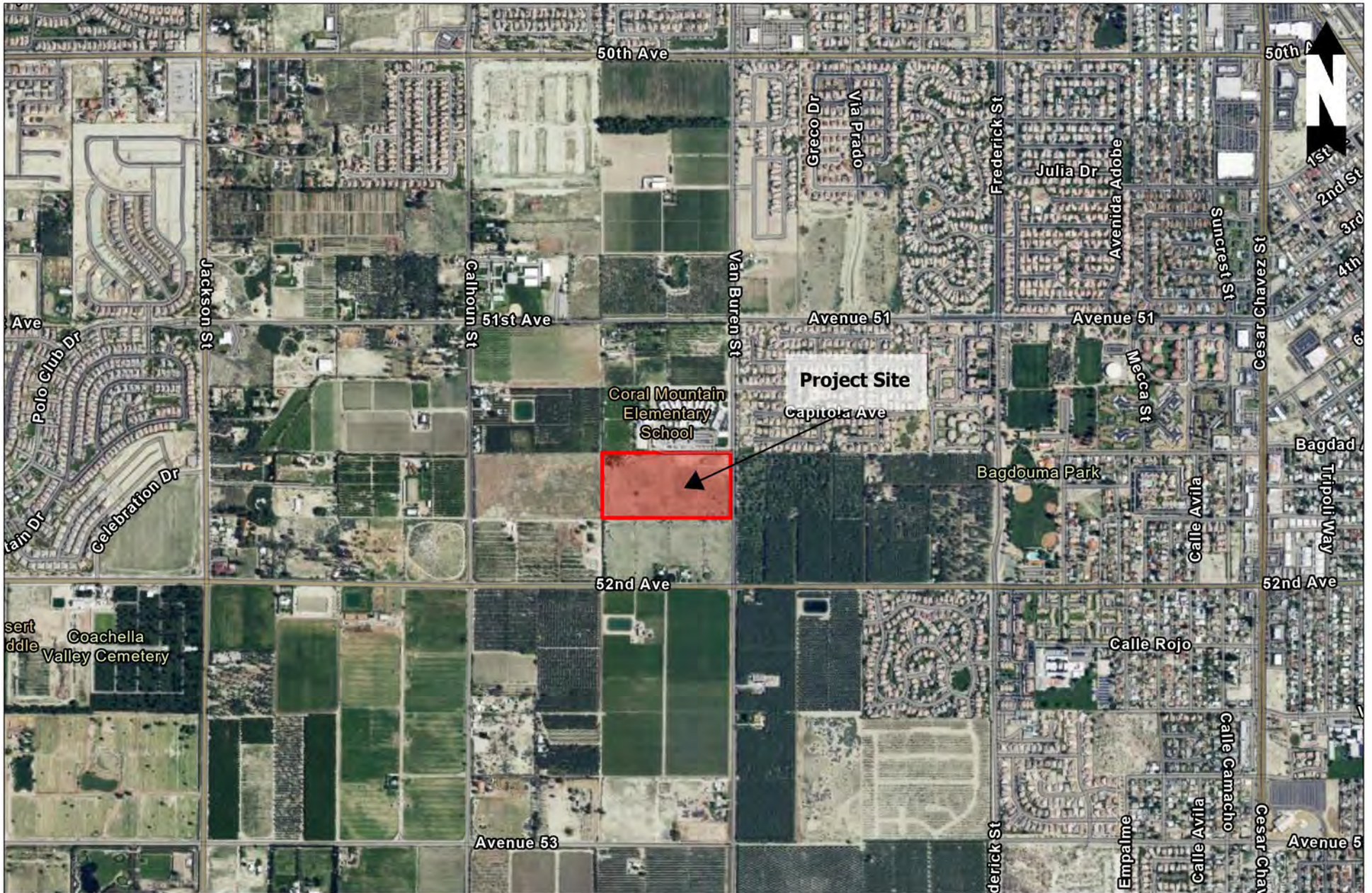
Coachella Valley Water Authority (CVWA)
Southern California Edison (SCE)

11. Have California Native American tribes traditionally and culturally affiliated with the Project area requested consultation pursuant to Public Resources Code Section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc?

Assembly Bill (AB) 52 outreach will be initiated by the lead agency after Project is deemed complete and the Initial Study will be revised prior to Public Review.



1 in = 5.9 mi



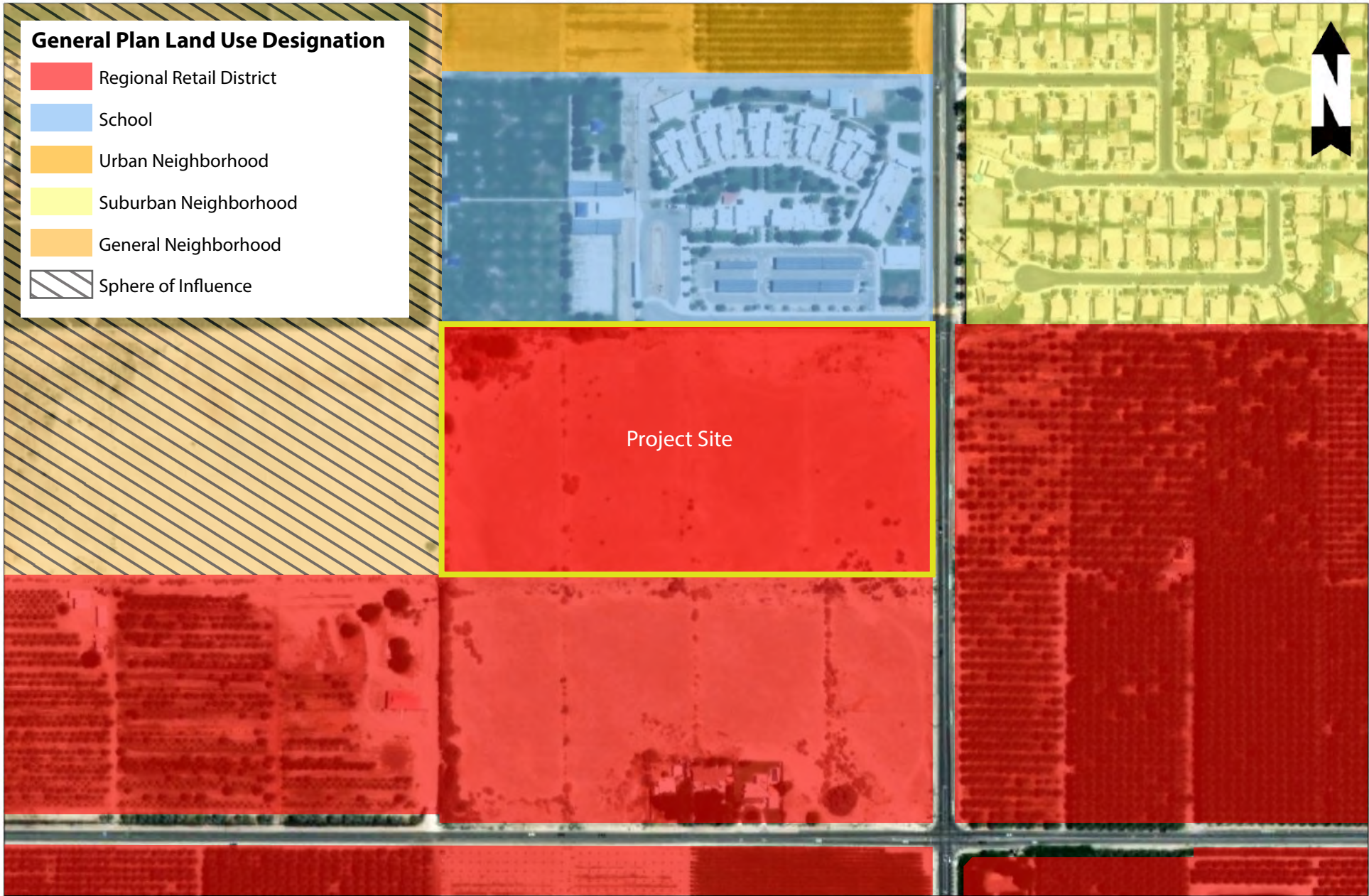
1 in = 0.26 mi



domusstudio architecture



Building Massing Plan: Site Plan
 Encanto - Planned Unit Development



1 in = 0.07 mi



1 in = 0.07 mi





1 in = 0.07 mi

Chapter 2 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” or “Less than Significant with Mitigation Incorporated” as indicated by the checklist on the following pages.

- | | | |
|--|---|--|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture and Forestry Resources | <input checked="" type="checkbox"/> Air Quality |
| <input checked="" type="checkbox"/> Biological Resources | <input checked="" type="checkbox"/> Cultural Resources | <input checked="" type="checkbox"/> Geology/Soils |
| <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Hazards and Hazardous Materials | <input type="checkbox"/> Hydrology/Water Quality |
| <input type="checkbox"/> Land Use/Planning | <input type="checkbox"/> Mineral Resources | <input checked="" type="checkbox"/> Noise |
| <input type="checkbox"/> Population/Housing | <input type="checkbox"/> Public Services | <input type="checkbox"/> Recreation |
| <input type="checkbox"/> Transportation/Traffic | <input checked="" type="checkbox"/> Tribal Cultural Resources | <input type="checkbox"/> Utilities and Service Systems |
| <input checked="" type="checkbox"/> 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

Date

Chapter 3 Technical Issue Analysis

3.2 Aesthetics

3.2.1 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the Project is in an urbanized area, would the Project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- a. **Less than Significant Impact.** Scenic vistas in the vicinity of the proposed Project site include views of the Little San Bernardino, Santa Rosa, and San Jacinto mountain ranges can be viewed from most of the Coachella Valley including at the Project site. However, there are no scenic vistas in the immediate vicinity of the Project site. The closest scenic features are the Mecca Hills, which are located approximately six (6) miles east of the Project site. The site will consist of approximately 111 new single-family homes with 81 of the lots to have single family homes with attached ADU’s (accessory dwelling unit), with a maximum above grade height of 28 feet high which may impact views of the mountain ranges in the immediate vicinity. However, given the distance of the site from the surrounding mountain ranges, impacts will be less than significant.
- b. **Less than Significant Impact.** The Project site is a vacant, flat desert parcel with very little vegetation or elevation variation and does not contain any scenic resources, nor is it in close proximity to any such resources. It is not on or near any place listed on the National Register of Historical Places, California State Historical Landmarks, or California Historical Resources or Points of Interest (California Office of Historic Preservation Register of Historic Resources; 2022).

The nearest freeways to the proposed Project are State Route 86 (SR 86), which is approximately three (3) miles northeast of the site, and Interstate 10 (I-10), which is approximately four (4) miles northeast of the Project site. The site is not visible from either roadway, neither of which is officially designated or eligible as a state scenic highway (U.S. Department of Transportation Federal Highway Administration; 2022).



3 Technical Issue Analysis

The proposed Project would include the construction of approximately 111 single family homes with 81 of the lots to have single family homes with attached ADU's. with a maximum above grade height of 28 feet high. There would be no impact to any trees, rock outcroppings, or historic buildings. Therefore, the proposed project will not damage any scenic resources, impacts will be less than significant.

- c. **Less than Significant Impact.** Though located in an urbanized area, the Project site is a vacant, flat desert parcel with very little vegetation or elevation variation. Approximate ten (10) to 12 trees arranging in height between approximately ten (10) to 15 feet exist in the northwest corner of the site (Google Earth Pro; 2022).

Public views into the site would exist primarily from Van Buren Street which forms the eastern border of the Project site. The site would also be viewable from Coral Mountain Academy, which forms the northern boundary of the site, and from the nearest residences which are approximately 500 feet south of the site.

Views from the site would include Coral Mountain Academy to the north, Van Buren Street and date palm groves to the east, three (3) residential homes and the Santa Rosa mountains to the south, and the San Jacinto mountains to the west.

Development of the Project site would be subject to the City's architectural review process that would ensure proper compliance with the architectural guidelines of the City and provisions of development standards. Therefore, the project would not have a substantial adverse effect on visual character or quality of the neighborhood and impacts would be less than significant.

- d. **Less than Significant Impact.** The proposed Project would involve the construction of 111 single-family homes with 81 of the lots to have single family homes with attached ADU's, and a large retention basin on the east portion of the site with secondary retention basins on each block of homes. The buildings would utilize reflective materials, such as glass surfaces on windows, which could create glare during daylight hours. The Project would also generate new vehicle traffic to and from the Project site that would contribute light from vehicle headlamps and glare from vehicle surfaces and windows both during daytime and nighttime hours. Security lighting will also be installed and dispersed throughout the roadways and any designated walkways, and these would provide new sources of nighttime lighting on a currently vacant parcel. However, the Project will adhere to all development standards as listed in Chapter 17.30.030 - *Property development standards* (City of Coachella Code of Ordinances; 2022). Furthermore, the proposed Project site plan, landscape plan, and lighting plan will go through the City of Coachella Development Review process for compliance with all development standards including outdoor lighting. Therefore, though the proposed Project would create a new source of light or glare, it will not substantially affect day or nighttime views in the area. Impacts would be less than significant.

3.2.2 Mitigation

No mitigation is required.

3.2.3 Level of Significance after Mitigation

Not applicable.

3.3 Agriculture and Forestry Resources

3.3.1 Impacts

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<p>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:</p>				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act Contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a-e. No Impact. According to mapping information available from the California Department of Conservation’s (CDC) Farmland Mapping and Monitoring Program (FMMP) accessed September 30, 2022, the Project site is classified as Farmland of Local Importance (California Department of Conservation; 2022). Farmland of Local Importance is either currently producing or has the capability of production; but does not meet the criteria of Prime, Statewide or Unique Farmland. Authority to adopt or to recommend changes to the category of Farmland of Local Importance rests with the Board of Supervisors in each county.



3 Technical Issue Analysis

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. Therefore, there would be no impact on farmlands.

The proposed Project site is not located under a Williamson Act contract (WAC) and therefore there would be no impact under the Williamson Act Contracts.

Lastly, the Project site is zoned for Single Family Residential (R-S) and there are no forest lands or timber lands on the site; 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.

3.3.2 Mitigation

No mitigation is required.

3.3.3 Level of Significance after Mitigation

Not applicable.

3.4 Air Quality

3.4.1 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- a. **Less than Significant Impact.** An air quality analysis was completed by MD Acoustics on September 27, 2023 to evaluate whether the estimated criteria pollutants and GHG emissions generated from the project would cause a significant impact to the air resources in the project area (Appendix C). This assessment was conducted within the context of the California Environmental Quality Act (California



3 Technical Issue Analysis

Public Resources Code Sections 21000, et seq.). The assessment is consistent with the methodology and emission factors endorsed by South Coast Air Quality Management District (SCAQMD), California Air Resource Board (CARB), and the United States Environmental Protection Agency (US EPA).

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 2016 Air Quality Management Plan (2016 AQMP) and the 2003 Coachella Valley PM10 State Implementation Plan (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.

The regional plan that applies to the proposed Project includes the SCAQMD Air Quality Management Plan (AQMP). 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 in 2016 or increments based on the year of project buildout and phase.

This air quality analysis finds that neither short-term construction emissions nor long-term operational emissions would exceed any regional or local thresholds. The Project would also be consistent with the land use classification of Residential Single Family from the City of Cathedral, which defines the assumptions that are represented in the AQMP. Therefore, a **less than significant** impact will occur.

- b. Less than Significant Impact with Mitigation Incorporated.** In accordance with the SCAQMD methodology, projects that do not exceed the SCAQMD criteria or can be mitigated to less than criteria levels are not significant and do not add to the overall cumulative impact.

Construction Air Quality Emissions Impact

The latest version of CalEEMod was used to estimate the onsite and offsite construction emissions. The emissions incorporate Rule 402 and 403. Rule 402 and 403 (fugitive dust) are not considered mitigation measures as the project by default is required to incorporate these rules during construction.

Regional Construction Emissions

The construction emissions for the Project would not exceed the SCAQMD's daily emission thresholds at the regional level with inclusion of Mitigation Measure (MM) AIR-1, limiting paint usage during indoor architectural coating to a maximum of 40 grams per liter of VOCs as demonstrated in Table 1, and therefore would be considered less than significant with mitigation.

Table 1 Regional Significance – Mitigated Construction Emissions (pounds/day)

Activity	Pollutant Emissions (pounds/day)					
	VOC	NOx	CO	SO ₂	PM10	PM2.5
Site Preparation						
On-Site ²	3.65	35.95	32.93	0.05	9.27	5.41
Off-Site ³	0.07	0.11	1.03	0.00	0.23	0.05
Total	3.72	36.06	33.96	0.05	9.49	5.47
Grading						
On-Site ²	3.52	34.29	30.17	0.06	5.10	2.77
Off-Site ³	0.45	23.97	6.32	0.13	5.78	1.75
Total	3.96	58.25	36.49	0.19	10.88	4.52
Building Construction						
On-Site ²	1.20	11.22	13.12	0.02	0.50	0.46
Off-Site ³	0.24	0.64	4.13	0.00	0.63	0.16
Total	1.44	11.86	17.24	0.03	1.13	0.61
Paving						
On-Site ²	1.47	7.81	10.03	0.01	0.39	0.36
Off-Site ³	0.07	0.47	1.05	0.00	0.29	0.07
Total	1.54	8.28	11.07	0.02	0.68	0.43
Architectural Coating						
On-Site ²	69.78	0.91	1.15	0.00	0.03	0.03
Off-Site ³	0.03	0.05	0.47	0.00	0.10	0.02
Total	69.81	0.96	1.62	0.00	0.14	0.05
Total of overlapping phases⁴	72.79	21.10	29.93	0.04	1.94	1.10
SCAQMD Thresholds	75	100	550	150	150	55
Exceeds Thresholds	Yes	No	No	No	No	No

Notes:

¹ Source: CalEEMod Version 2022.1.1.19

² On-site emissions from equipment operated on-site that is not operated on public roads.

³ Off-site emissions from equipment operated on public roads.

⁴ Construction, architectural coatings and paving phases may overlap.

Operational Air Quality Emissions Impact

Regional Operational Emissions

The operations-related criteria air quality impacts created by the proposed project have been analyzed through the use of CalEEMod model. The operating emissions were based on the year 2025, which is the anticipated opening year for the proposed Project. The summer and winter emissions created by the proposed Project's long-term operations were calculated and the highest emissions from either summer or winter are summarized in Table 2.

Table 2 Regional Significance - Unmitigated Operational Emissions (lbs/day)

Activity	Pollutant Emissions (pounds/day) ¹					
	VOC	NOx	CO	SO ₂	PM10	PM2.5
Area Sources ²	6.93	0.06	6.28	0.00	0.00	0.00
Energy Usage ³	0.06	1.00	0.42	0.01	0.08	0.08
Mobile Sources ⁴	5.60	4.55	39.81	0.08	6.68	1.73
Total Emissions	12.58	5.61	46.51	0.09	6.76	1.82

3 Technical Issue Analysis

Activity	Pollutant Emissions (pounds/day) ¹					
	VOC	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
SCAQMD Thresholds	55	55	550	150	150	55
Exceeds Threshold?	No	No	No	No	No	No

Notes:

¹ Source: CalEEMod Version 2022.1.1.19

² Area sources consist of emissions from consumer products, architectural coatings, and landscaping equipment.

³ Energy usage consists of emissions from on-site natural gas usage.

⁴ Mobile sources consist of emissions from vehicles and road dust.

Table 2 provides the Project's unmitigated operational emissions. Table 2 shows that the Project does not exceed the SCAQMD daily emission threshold and regional operational emissions are considered to be less than significant.

- c) **Less than Significant.** The Project would not exceed construction or operational localized emissions thresholds set by the SCAQMD. Construction

Localized Construction Emissions

The data provided in Table 3 shows that none of the analyzed criteria pollutants would exceed the local emissions thresholds at the nearest sensitive receptors. Therefore, a less than significant local air quality impact would occur from construction of the proposed Project.

Table 3 Localized Significance – Construction

Phase	On-Site Pollutant Emissions (pounds/day) ¹			
	NO _x	CO	PM ₁₀	PM _{2.5}
Site Preparation	35.95	32.93	9.27	5.41
Grading	34.29	30.17	5.10	2.77
Building Construction	11.22	13.12	0.50	0.46
Paving	7.81	10.03	0.39	0.36
Architectural Coating	0.91	1.15	0.03	0.03
Total of overlapping phases	19.94	24.29	0.92	0.85
SCAQMD Threshold for 25 meters (82 feet) or less²	266	1,961	11.7	6.3
Exceeds Threshold?	No	No	No	No

Notes:

¹ Source: Calculated from CalEEMod and SCAQMD's Mass Rate Look-up Tables for 4 acres in Coachella Valley Source Receptor Area (SRA 30). Project will disturb a maximum of 2.5 acres per day (see Table 4).

² The nearest sensitive receptor is located 15 meters to the north; therefore, the 25-meter threshold has been used.

Construction-Related Human Health Impacts

Regarding health effects related to criteria pollutant emissions, the applicable significance thresholds are established for regional compliance with the state and federal ambient air quality standards, which are intended to protect public health from both acute and long-term health impacts, depending on the potential effects of the pollutant. Because regional and local emissions of criteria pollutants during construction of the Project would be below the applicable thresholds, it would not contribute to long-term health impacts related to nonattainment of the ambient air quality standards. Therefore, significant adverse acute health impacts as a result of project construction are not anticipated.

Construction-Related Toxic Air Contaminant Impact

The greatest potential for toxic air contaminant emissions would be related to diesel particulate emissions associated with heavy equipment operations during construction of the proposed Project. The Office of



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Environmental Health Hazard Assessment (OEHHA) has issued the Air Toxic Hot Spots Program Risk Assessment Guidelines and Guidance Manual for the Preparation of Health Risk Assessments, February 2015 to provide a description of the algorithms, recommended exposure variates, cancer and noncancer health values, and the air modeling protocols needed to perform a health risk assessment (HRA) under the Air Toxics Hot Spots Information and Assessment Act of 1987. Hazard identification includes identifying all substances that are evaluated for cancer risk and/or non-cancer acute, eight (8)-hour, and chronic health impacts. In addition, identifying any multi-pathway substances that present a cancer risk or chronic non-cancer hazard via non-inhalation routes of exposure.

Given the relatively limited number of heavy-duty construction equipment and construction schedule, the proposed Project would not result in a long-term substantial source of toxic air containment emissions and corresponding individual cancer risk. Furthermore, construction-based particulate matter (PM) emissions (including diesel exhaust emissions) do not exceed any local or regional thresholds. Therefore, no significant short-term toxic air contaminant impacts would occur during construction of the proposed Project.

Operations

Localized Operational Emissions

Table 4 shows the calculated emissions for the proposed operational activities compared with appropriate LSTs. The LST analysis only includes on-site sources; however, the CalEEMod software outputs do not separate on-site and off-site emissions for mobile sources. For a worst-case scenario assessment, the emissions shown in Table 4 include all on-site project-related stationary sources and 10% of the project-related new mobile sources.¹ This percentage is an estimate of the amount of project-related new vehicle traffic that will occur on-site.

Table 4 Localized Significance – Unmitigated Operational Emissions

On-Site Emission Source	On-Site Pollutant Emissions (pounds/day) ¹			
	NOx	CO	PM10	PM2.5
Area Sources ²	0.06	6.28	0.00	0.00
Energy Usage ³	1.00	0.42	0.08	0.08
On-Site Vehicle Emissions ⁴	0.45	3.98	0.67	0.17
Total Emissions	1.51	10.69	0.75	0.26
SCAQMD Threshold for 25 meters (82 feet)⁵	304	2,292	4	2
Exceeds Threshold?	No	No	No	No

Notes:

¹ Source: Calculated from CalEEMod and SCAQMD’s Mass Rate Look-up Tables for 5 acres in Coachella Valley Source Receptor Area (SRA 30).

² Area sources consist of emissions from consumer products, architectural coatings, and landscaping equipment.

³ Energy usage consists of emissions from generation of electricity and on-site natural gas usage.

⁴ On-site vehicular emissions based on 1/10 of the gross vehicular emissions and road dust.

⁵ The nearest sensitive receptor is located 15 meters to the north; therefore, the 25 meter threshold has been used.

Table 4 indicates that the local operational emission would not exceed the LST thresholds at the nearest sensitive receptors, located adjacent to the project. Therefore, the Project will result in less than significant Localized Operational emissions.

¹ The project site is approximately 0.28 miles in length at its longest point; therefore the on-site mobile source emissions represent approximately 1/25th of the shortest CalEEMod default distance of 6.9 miles. Therefore, to be conservative, 1/10th the distance (dividing the mobile source emissions by 10) was used to represent the portion of the overall mobile source emissions that would occur on-site.



Operations-Related Human Health Impacts

As stated previously, regarding health effects related to criteria pollutant emissions, the applicable significance thresholds are established for regional compliance with the state and federal ambient air quality standards, which are intended to protect public health from both acute and long-term health impacts, depending on the potential effects of the pollutant. Since regional and local emissions of criteria pollutants during operation of the Project would be below the applicable thresholds, it would not contribute to long-term health impacts related to nonattainment of the ambient air quality standards. Therefore, less than significant adverse acute health impacts as a result of proposed Project operation, are anticipated.

CO Hot Spot Emissions

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. To determine if the proposed Project could cause emission levels in excess of the CO standards, a sensitivity analysis is typically conducted to determine the potential for CO “hot spots” at a number of intersections in the general project vicinity. Because of reduced speeds and vehicle queuing, “hot spots” potentially can occur at high traffic volume intersections with a Level of Service E or worse.

The SCAQMD has demonstrated in the CO attainment redesignation request to EPA that there are no “hot spots” anywhere in the air basin, even at intersections with much higher volumes, much worse congestion, and much higher background CO levels than anywhere in Riverside County. If the worst-case intersections in the air basin have no “hot spot” potential, any local impacts will be below thresholds.

Traffic analysis from General Technology & Solutions (2023) showed that the project would generate 1,449 average daily trips. The 1992 Federal Attainment Plan for Carbon Monoxide (1992 CO Plan) showed that an intersection which has a daily traffic volume of approximately 100,000 vehicles per day would not violate the CO standard. The volume of traffic at project buildout would be well below 100,000 vehicles and below the necessary volume to even get close to causing a violation of the CO standard. Therefore, no CO “hot spot” modeling was performed and less than significant long-term air quality impact is anticipated to local air quality with the on-going use of the proposed project.

Cumulative Regional Air Quality Impacts

Cumulative projects include local development as well as general growth within the project area. However, as with most developments, the greatest source of emissions is from mobile sources, which travel well out of the local area. Therefore, from an air quality standpoint, the cumulative analysis would extend beyond any local projects and when wind patterns are considered, would cover an even larger area. Accordingly, the cumulative analysis for the proposed Project’s air quality must be generic by nature.

The project area is out of attainment for both ozone and PM10 particulate matter. Construction and operation of cumulative projects will further degrade the local air quality, as well as the air quality of the Salton Sea Air Basin. The greatest cumulative impact on the quality of regional air cell will be the incremental addition of pollutants mainly from increased traffic from residential, commercial, and industrial development and the use of heavy equipment and trucks associated with the construction of these projects. Air quality will be temporarily degraded during construction activities that occur separately

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or simultaneously. However, in accordance with the SCAQMD methodology, projects that do not exceed the SCAQMD criteria or can be mitigated to less than criteria levels are not significant and do not add to the overall cumulative impact. The proposed Project does not exceed any of the thresholds of significance and therefore is considered less than significant.

- d) **Less than Significant.** Potential sources that may emit odors during construction activities include the application of materials such as asphalt pavement. Objectionable odors that may be produced during the construction process are short-term in nature and the odor emissions are expected to cease upon the drying or hardening of the odor producing materials. Diesel exhaust and VOCs would be emitted during construction of the project, which are objectionable to some; however, emissions would disperse rapidly from the project site and therefore should not reach an objectionable level at the nearest sensitive receptors. Due to the short-term nature and limited amounts of odor producing materials being utilized, no significant impact related to odors would occur during construction of the proposed Project.

The SCAQMD recommends that odor impacts be addressed in a qualitative manner. Such an analysis shall determine whether the proposed Project would result in excessive nuisance odors, as defined under the California Code of Regulations and Section 41700 of the California Health and Safety Code, and thus would constitute a public nuisance related to air quality.

Potential sources that may emit odors during the on-going operations of the proposed Project would include odor emissions from vehicle emissions and trash storage areas. Due to the distance of the nearest receptors from the Project site and through compliance with SCAQMD’s Rule 402 no significant impact related to odors would occur during the on-going operations of the proposed Project.

Table 5 Regional Significance – Mitigated Construction Emissions (pounds/day)

Activity	Pollutant Emissions (pounds/day)					
	VOC	NOx	CO	SO ₂	PM10	PM2.5
Site Preparation						
On-Site ²	3.65	35.95	32.93	0.05	9.27	5.41
Off-Site ³	0.07	0.11	1.03	0.00	0.23	0.05
Total	3.72	36.06	33.96	0.05	9.49	5.47
Grading						
On-Site ²	3.52	34.29	30.17	0.06	5.10	2.77
Off-Site ³	0.45	23.97	6.32	0.13	5.78	1.75
Total	3.96	58.25	36.49	0.19	10.88	4.52
Building Construction						
On-Site ²	1.20	11.22	13.12	0.02	0.50	0.46
Off-Site ³	0.24	0.64	4.13	0.00	0.63	0.16
Total	1.44	11.86	17.24	0.03	1.13	0.61
Paving						
On-Site ²	1.47	7.81	10.03	0.01	0.39	0.36
Off-Site ³	0.07	0.47	1.05	0.00	0.29	0.07
Total	1.54	8.28	11.07	0.02	0.68	0.43
Architectural Coating						
On-Site ²	87.94	0.91	1.15	0.00	0.03	0.03
Off-Site ³	0.03	0.05	0.47	0.00	0.10	0.02
Total	87.97	0.96	1.62	0.00	0.14	0.05
Total of overlapping phases⁴	90.95	21.10	29.93	0.04	1.94	1.10
SCAQMD Thresholds	75	100	550	150	150	55



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Activity	Pollutant Emissions (pounds/day)					
	VOC	NOx	CO	SO ₂	PM10	PM2.5
Exceeds Thresholds	Yes	No	No	No	No	No

Notes:

¹ Source: CalEEMod Version 2022.1.1.19

² On-site emissions from equipment operated on-site that is not operated on public roads.

³ Off-site emissions from equipment operated on public roads.

⁴ Construction, architectural coatings and paving phases may overlap.

3.4.2 Mitigation

AIR-1 Paint used for indoor architectural coatings for the project shall have a maximum of 40 grams per liter of VOCs. Level of Significance after Mitigation. With implementation of Mitigation Measure AIR-1, impacts to air quality would be less than significant.

3.4.3 Level of Significance after Mitigation

Less than Significant.

3.5 Biological Resources

3.5.1 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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>



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	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a. Less than Significant Impact with Mitigation Incorporated.** A Biological Resources Assessment was completed by ELMT Consulting on April 30, 2022 (Appendix A, Biological Resources Assessment; 2022). The study found that according to the California Natural Diversity Database (CNDDDB), twenty-five (25) special-status wildlife species have been reported in the Indio quadrangle (Appendix A, Biological Resources Assessment; 2022). No special-status wildlife species were observed during the field investigation conducted by ELMT biologist Jacob H. Lloyd Davies on March 10, 2022. The Project site and surrounding area have been impacted by historic agricultural activities and urban development for several decades, eliminating the natural plant communities that once occurred on the site or in the immediate area.

Based on habitat requirements for specific species and the availability and quality of on-site habitats, ELMT biologists determined that the Project site has a high potential to support Cooper’s hawk (*Accipiter cooperii*) and a low potential to support burrowing owl (*Athene cunicularia*) or western yellow bat (*Lasiurus xanthinus*). ELMT further determined that all the other special-status wildlife species known to occur in the vicinity of the site do not have potential to occur on-site and all are presumed absent on the site. Cooper’s hawk and western yellow bat are only expected to occur on-site incidentally while foraging and are not expected to nest or roost on-site due to the lack of suitable nesting opportunities; however, these species may nest in nearby ornamental trees or date palm orchards. In order to ensure impacts to Cooper’s hawk do not occur due to Project implementation, mitigation in terms of a pre-construction nesting bird clearance survey, shall be conducted prior to ground disturbance. With implementation of the pre-construction nesting bird clearance survey (Mitigation Measure BIO-1), impacts to this species will be less than significant (Appendix A, Biological Resources Assessment; 2022). No surveys related to western yellow bat are recommended.

With implementation of the pre-construction nesting bird clearance survey under BIO-1, impacts to this species will be less than significant and no mitigation will be required. Impacts will be less than significant.

- b. No Impact.** The Project site has not been identified as occurring in a wildlife corridor or linkage. The nearest open space as mapped by the Coachella Valley Multiple Species Habitat Conservation Plan (CVMSHCP) is the Santa Rosa and San Jacinto Mountains Conservation Area, which occurs approximately four (4) miles to the west. In addition, there are no riparian corridors, creeks, or useful patches of steppingstone habitat (natural areas) within or connecting the site to a recognized wildlife corridor or linkage. Implementation



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of the proposed Project is not expected to 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 (CDFG) or U.S. Fish and Wildlife Service. (FWS) No impact would occur.

- c. **No Impact.** There are three (3) key agencies that regulate activities within inland streams, wetlands, and riparian areas in California. The Us Army Corps of Engineers (USACOE) Regulatory Branch regulates discharge of dredge or fill materials into “waters of the United States” pursuant to Section 404 of the Clean Water Act (CWA) and Section 10 of the Rivers and Harbors Act. Of the State agencies, the California Department of Fish and Wildlife (CDFW) regulates alterations to streambed and bank under Fish and Wildlife Code Sections 1600 et seq., and the Regional Water Quality Control Board (RWQCB) regulates discharges into surface waters pursuant to Section 401 of the CWA and the California Porter-Cologne Water Quality Control Act.

No jurisdictional drainage and/or wetland features were observed on the Project site or within the during a field investigation conducted by ELMT biologist Jacob H. Lloyd Davies (Appendix A; 2022). Further, no blueline streams, which is a body of concentrated flowing water in a natural low are or natural channel on the land surface and may be any creek, stream or other flowing water feature, perennial or ephemeral, indicated on United States Geographical Survey (USGS) quadrangle maps, with the exception of man-made watercourses (Riverside County Flood Control and Water Conservation District, Accessed October 2022) have been recorded on the Project site. The nearest mapped water resource to the site is a freshwater pond that is located approximately less than a quarter mile to the northwest of the site. Therefore, development of the Project will not result in impacts to USACOE, RWQCB, or CDFW jurisdiction and regulatory approvals will not be required. No impact would occur.

- d. **No Impact.** Habitat linkages provide connections between larger habitat areas that are separated by development. Wildlife corridors are similar to linkages but provide specific opportunities for animals to disperse or migrate between areas. A corridor can be defined as a linear landscape feature of sufficient width to allow animal movement between two comparatively undisturbed habitat fragments. Adequate cover is essential for a corridor to function as a wildlife movement area. It is possible for a habitat corridor to be adequate for one species yet still inadequate for others. Wildlife corridors are features that allow for the dispersal, seasonal migration, breeding, and foraging of a variety of wildlife species. Additionally, open space can provide a buffer against both human disturbance and natural fluctuations in resources.

The Project site has not been identified as occurring in a wildlife corridor or linkage. The nearest open space to the site as mapped by the CVMSHCP is the Santa Rosa and San Jacinto Mountains Conservation Area, which occurs approximately a little over four (4.3) miles to the west. In addition, there are no riparian corridors, creeks, or useful patches of steppingstone habitat (natural areas) within or connecting the site to a recognized wildlife corridor or linkage. As such, implementation of the proposed Project is not expected to impact wildlife movement opportunities. Therefore, no impacts would occur.

- 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 thereby not be in conflict with local ordinances. No impact would occur.

- f. **No Impact.** The Project site is located within the boundaries of the Coachella Valley Multiple Species Habitat Conservation Plan (CVMSHCP) area, but is not located within any Conservation Areas, Preserves,

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Cores, or Linkages (Appendix A; 2022). The proposed Project is not listed as a planned “Covered Activity” under the published CVMSHCP, but is still considered to be a current Covered Activity pursuant to Section 7.1 of the CVMSHCP. According to Section 7.1 of the CVMSHCP, take authorization will be provided for certain activities that take place outside of Conservation Areas including “new Projects approved pursuant to county and city general plans, transportation improvement plans for roads in addition to those addressed in Section 7.2, master drainage plans, capital improvement plans, water and waste management plans, the County’s adopted Trails Master Plan, and other plans adopted by the Permittees.”

As a Covered Activity located outside designated conservation areas, construction of the proposed Project is expected to be consistent with the applicable avoidance, minimization, and mitigation measures described in Section 4.4 of the CVMSHCP. Since the proposed Project is considered a Covered Activity under Section 7.1 of the CVMSHCP, no further avoidance, minimization, and mitigation measures are required, and the Project is in compliance with the CVMSHCP. No impacts would occur.

3.5.2 Mitigation

BIO-1 In order to reduce impacts to nesting birds located at the proposed Project site, a pre-construction nesting bird clearance survey shall be conducted by the proposed Project Applicant at the site prior to ground disturbance.

3.5.3 Level of Significance after Mitigation

Less than Significant.

3.6 Cultural Resources

3.6.1 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a. No Impact. PaleoWest conducted a literature review, records search, and field survey on the Project site on March 29, 2022 (Appendix B, Cultural Resources Investigation; 2022). The records search indicated that no fewer than 31 cultural resources have been previously documented within the Project study area, none of which are located on the Project site. Additional sources consulted during the cultural resource literature and data review include the National Register of Historic Places (NRHP), the Office of Historic Preservation Archaeological Determinations of Eligibility, the Office of Historic Preservation Built Environment



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Resources Directory (BERD), and a review of Bureau of Land Management General Land Office. According to these sources, there are no listed cultural resources recorded within the Project site or within one (1) mile of the Project site (Cultural Resources Investigation; 2022).

PaleoWest completed a cultural resource survey of the Project site on April 13, 2022 (Appendix B: Cultural Resources Investigation; 2022). During the survey, PaleoWest found vegetation including young Mesquite trees in the northwest and southwest corners of the proposed Project site, and annual herbaceous plants and grasses scattered throughout the property. The surface soils within 90 percent of the parcel are silt lake bottom sediments. The northeast corner, southern, and western portions of the property are eolian sand dunes. A linear dune lies along the property line in the southern boundary of the property. This linear dune likely represents a berm from either agricultural use or a land clearing event. The sandy portions of the property are recent deposits from within the last few decades that overlie lacustrine sediments. Noted disturbances includes what appear to be decades of dumping (e.g., dirt piles, construction material, modern refuse), former agricultural infrastructure, and evidence of abandoned homeless encampments. The agricultural infrastructure includes concrete standpipes and fragments, and plastic lines that are scattered throughout the property and likely date to the 1980s and 1990s. Additionally, a small hill in the northeast corner of the property was observed. The hill appears to be a large push pile from working or clearing the parcel. As a result of these activities, the upper 1.5-2.0 feet of the ground surface across the Project site is likely disturbed. Overall, no historic period built-environmental resources were identified in the Project site. Therefore, no impact would occur.

Less than Significant Impact with Mitigation Incorporated. PaleoWest completed a literature review, records search, and field survey on the Project site on April 30, 2022 (Appendix B, Cultural Resources Investigation; 2022). The records search and literature review indicated no archaeological resources previously recorded on the Project site. In addition, no archaeological resources were found during the field survey conducted on April 13, 2022. However, PaleoWest examined geological and geomorphic information, which indicated that the Project site has the potential to contain significant buried archaeological remains. Therefore, the Project site appears to be moderately sensitive for buried cultural resources. Since the potential exists for project grading and construction to reveal archaeological resources, mitigation would be required during pre-construction and construction activities. Mitigation Measure CUL-1 which would require construction monitoring be conducted by a qualified cultural monitor ,with implementation of Mitigation Measure CUL-1, impacts would be less than significant.

- b. Less than Significant Impact with Mitigation Incorporated.** The Project site does not contain any cemeteries and no human remains were found on the site during the pedestrian survey conducted on April 13, 2022. 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 pre-construction and construction work taking place within the vicinity of the discovered remains must cease and the necessary steps to ensure the integrity of the immediate area must be taken. The State of California Health and Safety Code 7050.5 and the California Public Resources Code (PRC) Section 5097.98 states that the County Coroner must be notified within 24 hours of the discovered human remains. If the remains discovered are determined by the coroner to be of Native American descent, the coroner is required to contact the Native American Heritage Commission (NAHC) within 24 hours. The NAHC would, in turn, contact the Most Likely Descendant (MLD) who would determine further action to be taken. The MLD would have 48 hours to

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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.

3.6.2 Mitigation

CUL-1 A qualified archaeologist monitor 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 shall be 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. Ground disturbing activities and excavations shall not resume until the following has been addressed:

1. The County Coroner has been contacted and determined that no investigation to the cause of death is required; and,
2. If the County Coroner determines that the remains are of Native American decent, the Coroner shall notify Native American Heritage Commission (NAHC), which will then determine the Most Likely Descendant (MLD). The MLD shall complete the inspection of the site within 48 hours of notification and may recommend means of treating or disposing of, with appropriate dignity, the human remains, and any associated grave goods as provided in Public Resource Code Section 5097.98.

3.6.3 Level of Significance after Mitigation

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

3.7 Energy

3.7.1 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>



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- a) **Less than Significant Impact.** MD Acoustics completed an Energy Impact Study on September 28, 2023 (Appendix C, Air Quality, Greenhouse Gas, and Energy Impact Study; 2023). Appendix F of the State CEQA Guidelines states that the means of achieving the goal of energy conservation includes the following:
- Decreasing overall per capita energy consumption;
 - Decreasing reliance on fossil fuels such as coal, natural gas and oil; and
 - Increasing reliance on renewable energy sources.
 - Appendix F of the State CEQA guidelines also states that the environmental impacts from a project can include:
 - The project’s energy requirements and its energy use efficiencies by amount and fuel type for each stage of the project including construction, operation, maintenance and/or removal. If appropriate, the energy intensiveness of materials may be discussed.
 - The effects of the project on local and regional energy supplies and on requirements for additional capacity.
 - The effects of the project on peak and base period demands for electricity and other forms of energy.
 - The degree to which the project complies with existing energy standards.
 - The effects of the project on energy resources.
 - The project’s projected transportation energy use requirements and its overall use of efficient transportation alternatives.

Construction equipment used over the approximately 13-month construction phase would conform to CARB regulations and California emissions standards and is evidence of related fuel efficiencies. In addition, the CARB Airborne Toxic Control Measure limits idling times of construction vehicles to no more than five minutes, thereby minimizing unnecessary and wasteful consumption of fuel due to unproductive idling of construction equipment. Furthermore, the project has been designed in compliance with California’s Energy Efficiency Standards and 2022 CALGreen Standards. Construction of the proposed commercial development would require the typical use of energy resources. There are no unusual project characteristics or construction processes that would require the use of equipment that would be more energy intensive than is used for comparable activities; or equipment that would not conform to current emissions standards (and related fuel efficiencies). Equipment employed in construction of the project would therefore not result in inefficient wasteful, or unnecessary consumption of fuel.

Trip generation under the proposed Project would be consistent with other similar commercial uses of similar scale and configuration as reflected in the Transportation Analysis (IEG, 2023). That is, the proposed Project does not propose uses or operations that would inherently result in excessive and wasteful vehicle trips, nor associated excess and wasteful vehicle energy consumption. Therefore, Project transportation energy consumption would not be considered inefficient, wasteful, or otherwise unnecessary. Furthermore, the increase in both electricity and natural gas demand from the proposed Project is insignificant compared to Riverside County’s 2022/2023 energy demands.

The annual natural gas and electricity demands were provided per the CalEEMod output and are provided in Table 6.

Table 6 Project Unmitigated Annual Operational Energy Demand Summary¹

Natural Gas Demand		kBTU/year
Single Family Housing		3,947,639
Total		3,947,639
Electricity Demand		kWh/year
Single Family Housing		1,036,656
Total		1,036,656

Notes:

¹Taken from the CalEEMod 2022.1.1.19 annual output.

As shown in Table 1, the estimated electricity demand for the proposed project is approximately 1,036,656 kWh per year. In 2022, the residential sector of the County of Riverside consumed approximately 9,061 million kWh of electricity.² In addition, the estimated natural gas consumption for the proposed project is approximately 3,947,639 kBTU per year. In 2022, the residential sector of the County of Riverside consumed approximately 284 million therms of gas.³ Therefore, the increase in both electricity and natural gas demand from the proposed project is insignificant compared to the County’s 2021 demand and will have a **less than significant impact**.

- b) **Less than Significant Impact.** Regarding federal transportation regulations, the Project Site is located in an already developed area. Access to/from the Project Site is from existing roads. These roads are already in place so the Project would not interfere with, nor otherwise obstruct intermodal transportation plans or projects that may be proposed pursuant to the ISTEA because SCAG is not planning for intermodal facilities in the Project area.

Regarding the State’s Energy Plan and compliance with Title 24 CCR energy efficiency standards, the applicant is required to comply with the California Green Building Standard Code requirements for energy efficient buildings and appliances as well as utility energy efficiency programs implemented by the SoCal Edison (SCE) and Southern California Gas Company.

Regarding the State’s Renewable Energy Portfolio Standards, the Project would be required to meet or exceed the energy standards established in the California Green Building Standards Code, Title 24, Part 11 (CALGreen). CalGreen Standards require that new buildings reduce water consumption, employ building commissioning to increase building system efficiencies, divert construction waste from landfills, and install low pollutant-emitting finish materials.

Therefore, the Project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency and would therefore have a **less than significant impact**.

3.7.2 Mitigation

No mitigation is required.

3.7.3 Level of Significance after Mitigation

Not applicable.

² California Energy Commission, Electricity Consumption by County. <https://ecdms.energy.ca.gov/elecbycounty.aspx>

³ California Energy Commission, Gas Consumption by County. <http://ecdms.energy.ca.gov/gasbycounty.aspx>



3.8 Geology and Soils

3.8.1 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.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a-i. No impact. A Geotechnical Engineering Report was completed by Earth Systems Pacific on May 27, 2022 (Appendix D Geotechnical Engineering Report; 2022). Earth Systems personnel found that the Project site does not lie within a currently delineated State of California, Alquist-Priolo Earthquake Fault Zone (California Geological Survey; 2018). Well-delineated fault lines cross through this region as shown on (California Geological Survey (CGS) Fault Activity Map (2010); however, no active faults are mapped in the immediate vicinity of the site (Geotechnical Engineering Report; 2022). The closest active faults are traces/segments of the San Andreas fault zone, located approximately four (4) miles northeast of the site.

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Review of select aerial photographs reveal that the site is located in an area predominated by alluvial fan, lineal dune (wind) patterns, and regressive shoreline features associated with ancient Lake Cahuilla. Therefore, active fault rupture is unlikely to occur at the Project site, and impacts would be less than significant.

a-ii. Less than Significant Impact. Several active faults or seismic zones lie within 50 miles of the project site (Appendix D Geotechnical Engineering Report; 2022). The primary seismic hazard to the site is strong ground shaking from earthquakes along regional faults including the San Andreas fault, San Jacinto fault, and faults associated with the Eastern California shear zone.

As a mandatory condition of Project approval, the Project would be required to construct the proposed buildings in accordance with the California Building Standards Code (CBSC) (California Building Code; 2019). The CBSC 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. As such, implementation of the Project would not expose people or structures to substantial adverse effects, including loss, injury, or death, involving seismic ground shaking.

In addition, the Project would be required to comply with the site-specific ground preparation and construction recommendations contained in Appendix D, *Geotechnical Engineering Report* (Earth Systems Pacific, 2022). With mandatory compliance to these recommendations, potential impacts related to seismic ground shaking would be less than significant.

a-iii. Less than Significant Impact. Liquefaction is a phenomenon in which saturated soils above the existing groundwater levels are subject to a temporary loss of soil strength due to the buildup of excess pore pressure during an earthquake. The potential for liquefaction to occur at the Project site is moderate to high because historic groundwater is generally less than 50 feet below the ground surface. The site is within a “high” liquefaction hazard zone as defined by Riverside County Geographic Information Services (Riverside County, 2022). Liquefaction output considering historic groundwater levels are presented in Appendix D, *Geotechnical Engineering Report* (Earth Systems Pacific, 2022). R. The proposed Project has the potential for lateral spreading which may affect building foundations. However, this is considered low due to the lack of nearby free-faces or sloping conditions in the site improvement area.

In addition, the Project would be required to comply with the grading and construction recommendations contained within the geotechnical report for the Project to further reduce the risk of seismic-related ground failure due to liquefaction (Appendix D, *Geotechnical Engineering Report*; 2022). 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 site is relatively flat. Site elevations range from approximately -46 feet to -52 feet mean sea level based on Google Earth (Appendix D Geotechnical Engineering Report, 2022). Topographically, the site is generally flat and level, however, having been graded in the past there are high areas and lower areas. There is a soil stockpile with some construction debris in and around the surface located on the northeast corner of the site. No evidence was noted of significant erosion at the time of the site visit. The Project site is approximately six (6) miles away from the base and foothills of the nearest maintain range, the Santa Rosa Mountains. Potential hazards from slope instability, landslides, or debris flows are considered negligible. Therefore, no impact would occur.

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- b. Less than Significant.** During pre-construction as well as construction activities under the proposed Project, soils would be disrupted, 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 the Best Management Practices (BMPs) that would be required to 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, impacts would be less than significant.
- c. Less than Significant Impact.** As discussed under Impact 4.26(a)(iv), potential hazards from slope instability, landslides, or debris flows are considered negligible, as the site is relatively flat and is six (6) miles away from the base and foothills of the nearest mountain range (Earth Systems Pacific, 2022).

As discussed under Impact 4.26(a)(iii), the Project site is within a moderate to high liquefaction hazard zone as defined by Riverside County Geographic Information Services (accessed September 30, 2022). Liquefaction output considering historic groundwater levels are presented in Appendix A of the Geotechnical Study (Earth Systems Pacific, 2022). Results indicate a liquefaction potential at depths greater than eight (8) feet with estimated liquefaction induced settlement of 2.8, 3.6, and 2.8 inches in B-2, B-5, and B-8, respectively. The potential for lateral spreading affecting foundations is considered low due to the lack of nearby free-faces or sloping conditions in the site improvement area, as long as basin slopes are kept away from foundations at least 4H feet, where 'H' is the height of any adjacent slope. Under historic groundwater conditions, there could be localized sand boil formation. Foundation recommendations are included within the Geotechnical Study, Appendix D (Earth Systems Pacific; 2022), in light of potentially liquifiable conditions.

Lateral spreading is primarily associated with liquefaction hazards. As previously mentioned in Section 4.26(a)(ii), 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.

Soil shrinkage/subsidence and collapse would be less than significant as the Project would be required to comply with the site-specific ground preparation and construction recommendations contained in Appendix D (Earth Systems Pacific, 2022).

- d. No Impact.** The Expansion Index of the tested onsite soils is "very low" as defined by American Society for Testing and Materials (ASTM) D 4829 (Earth Systems Pacific, 2022). Additionally, the Project would be required to comply with the site-specific ground preparation and construction recommendations

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contained in Appendix D (Earth Systems Pacific, 2022). The potential for the Project to create substantial risks to life or property, relating to expansive soils, is very low. Therefore, there would be no impact.

- e. **No Impact.** The project would not involve the use of septic tanks or any other alternative wastewater disposal systems. Therefore, there would be no impacts associated with septic tanks or alternative wastewater systems.
- f. **Less than Significant with Mitigation Incorporated.** PaleoWest, LLC (PaleoWest) completed a paleontological resource assessment for the Project on May 22, 2022, Appendix E (Paleontological Resource Assessment; 2022). This paleontological resource assessment included a fossil locality records search conducted by the Western Science Center (WSC) in Hemet, California. The records search was supplemented by a review of existing geologic maps and primary literature regarding fossiliferous geologic units within the proposed Project vicinity and region.

The WSC records search conducted by PaleoWest produced one fossil locality approximately one half (0.5) mile northwest of the Project: The Imagine Coachella Project recovered multiple Late Quaternary (Pleistocene and Holocene Epochs) invertebrates at an unspecified depth, including bivalves (*Anodonta californiensis*, *Pisidium sp.*), gastropods (*Gyraulus parvus*, *Physella humerosa*, *Planorbella trivolvris*, *Pyrgulopsis longinqua*, *Tryonia protea*), and arthropods. Searches of online databases and other literature did not produce any additional nearby fossil localities.

The Young alluvial valley deposits underlying the Project area are classified as High Potential, High Sensitivity A at the surface by the County of Riverside paleontological sensitivity map, according to Riverside County's Map My County service (Riverside County Information Technology, 2022). High sensitivity includes not only the potential for yielding abundant vertebrate fossils, but also for production of a few significant fossils that may provide new and significant data. High sensitivity areas are mapped as either "High A" or "High B,". High Sensitivity A: High A is based on geologic formations or mapped rock units that are known to contain or have the correct age and depositional conditions to contain significant paleontological resources. These include rocks of Silurian or Devonian age and younger that have potential to contain remains of fossil fish, and Mesozoic and Cenozoic rocks that contain fossilized body elements and trace fossils such as tracks, nests and eggs (City of Coachella General Plan 2035, 2015). The likely reason that the Project site is classified as High Sensitivity A is because the Project area is within the maximum extent of Pleistocene Lake Cahuilla and is consistent with the nearby Imagine Coachella Project (PaleoWest, 2022). The deposits underlying the Project area are classified as high sensitivity.

Additionally, the City of Coachella (2015) classified the sediment in the Project area as having undetermined sensitivity, as surficial sediment has been disturbed by modern agricultural processes. As a result, the Young alluvial valley deposits can be assigned a low sensitivity to three (3) feet below ground surface (bgs), then a high sensitivity below three (3) feet bgs. Therefore, Project related ground disturbance deeper than three (3) feet bgs surface in previously undisturbed sediment should be monitored by a qualified paleontological monitor to identify and effectively salvage any recovered resources while minimizing construction delays.

With implementation of the Mitigation Measures CUL-1, CUL-2, TRC-1, TRC-2 and TRC-3, the impacts will be less than significant.

3.8.2 Mitigation

The following mitigation measures are required:

- GEO-1** Prior to the start of the proposed Project activities, all field personnel shall receive a worker’s environmental awareness training on paleontological resources. The training shall 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 if a fossil discovery is made and provide contact information for the Project Paleontologist. The training shall 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 shall be retained to prepare and implement a Paleontological Resource Monitoring and Mitigation Plan (PRMMP) for the proposed Project. The PRMMP shall describe the monitoring required during ground disturbing activities. Monitoring shall entail the visual inspection of excavated or graded areas and trench sidewalls. If the Project Paleontologist determines full-time monitoring is no longer warranted based on the geologic conditions at depth, they shall recommend that monitoring be reduced or cease entirely.
- GEO-3** In the event that a paleontological resource is discovered, the monitor shall have the authority to temporarily divert the construction equipment around the find until it is assessed for scientific significance and, if appropriate, collected. If the resource is determined to be of scientific significance, the Project paleontologist shall complete the following:
3. Salvage of Fossils. If fossils are discovered, all work in the immediate vicinity shall be halted to allow the paleontological monitor, and/or Project paleontologist to evaluate the discovery and determine if the fossil may be considered significant. If the fossils are determined to be potentially significant, the Project paleontologist (or paleontological monitor) shall recover them following standard field procedures for collecting paleontological as outlined in the PRMMP prepared for the Project. Typically, fossils can be safely salvaged quickly by a single paleontologist and not disrupt construction activity. In some cases, larger fossils (such as complete skeletons or large mammal fossils) require more extensive excavation and longer salvage periods. In this case the paleontologist shall have the authority to temporarily direct, divert or halt construction activity to ensure that the fossil(s) can be removed in a safe and timely manner.
 4. Fossil Preparation and Curation. The PRMMP shall identify the museum that has agreed to accept fossils that may be discovered during Project-related excavations. Upon completion of fieldwork, all significant fossils collected shall be prepared in a properly equipped laboratory to a point ready for curation. Preparation may include the removal of excess matrix from fossil materials and stabilizing or repairing specimens. During preparation and inventory, the fossils specimens shall be identified to the lowest taxonomic level practical prior to curation at an accredited museum. The fossil specimens shall be delivered to the accredited museum or repository no later than 90 days after all fieldwork is completed. The cost of curation shall be assessed by the repository and shall be the responsibility of the client.
- GEO-4** Upon completion of ground disturbing activity (and curation of fossils if necessary) the Project

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paleontologist shall prepare a final mitigation and monitoring report outlining the results of the mitigation and monitoring program. The report shall include discussion of the location, duration and methods of monitoring, stratigraphic sections, any recovered fossils, and the scientific significance of those fossils, and where fossils were curated.

3.8.3 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.

3.9 Greenhouse Gas Emissions

3.9.1 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- a. **Less than Significant Impact.** The threshold for toxic air contaminants (TACs) has a maximum incremental cancer risk of 10 per million and a non-cancer (acute and chronic) hazard index of 1.0 or greater. An exceedance to these values would be considered significant.

Construction Greenhouse Gas Emissions

The greenhouse gas emissions from project construction equipment and worker vehicles are shown in Table 1. The emissions are from all phases of construction. The total construction emissions amortized over a period of 30 years are estimated at 24.51 metric tons of CO₂e per year. Annual CalEEMod output calculations are provided in Appendix A.

Table 7 Construction Greenhouse Gas Emissions

Activity	Emissions (MTCO ₂ e) ¹		
	Onsite	Offsite	Total
Site Preparation	16.87	0.78	17.65
Grading	66.07	209.23	275.30
Building Construction	236.81	94.24	331.05
Paving	9.63	3.46	13.10
Coating	0.04	0.04	0.08
Total	329.43	307.75	637.18
Averaged over 30 years²	10.98	10.26	21.24

Notes:

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¹ MTCO₂e=metric tons of carbon dioxide equivalents (includes carbon dioxide, methane and nitrous oxide).

² The emissions are averaged over 30 years because the average is added to the operational emissions, pursuant to SCAQMD.

* CalEEMod output (Appendix A)

Operational Greenhouse Gas Emissions Impact

Operational emissions occur over the life of the project. The operational emissions for the project are 1,813 metric tons of CO₂e per year (see Table 14). Furthermore, as shown in Table 2, the project’s total emissions (with incorporation of construction related GHG emissions) would be 1,835 metric tons of CO₂e per year. These emissions do not exceed the County of Riverside CAP Update and SCAQMD screening threshold of 3,000 metric tons of CO₂e per year. Therefore, the project's GHG emissions are considered to be less than significant.

Table 8 Opening Year Unmitigated Project-Related Greenhouse Gas Emissions

Category	Greenhouse Gas Emissions (Metric Tons/Year) ¹					
	Bio-CO ₂	NonBio-CO ₂	CO ₂	CH ₄	N ₂ O	CO ₂ e
Area Sources ²	0.00	1.37	1.37	0.00	0.00	1.38
Energy Usage ³	0.00	424.14	424.14	0.03	0.00	425.67
Mobile Sources ⁴	0.00	1,317.00	1,317.00	0.07	0.07	1,341.30
Solid Waste ⁵	9.08	0.00	9.08	0.91	0.00	31.77
Water ⁶	1.43	7.09	8.53	0.15	0.00	13.27
Construction ⁷	0.00	20.87	20.87	0.00	0.00	21.24
Total Emissions	10.51	1,770.48	1,780.99	1.15	0.08	1,834.63
County of Riverside CAP and SCAQMD Draft Screening Threshold						3,000
Exceeds Threshold?						No

Notes:

¹ Source: CalEEMod Version 2022.1.1.19

² Area sources consist of GHG emissions from consumer products, architectural coatings, and landscape equipment.

³ Energy usage consist of GHG emissions from electricity and natural gas usage.

⁴ Mobile sources consist of GHG emissions from vehicles.

⁵ Solid waste includes the CO₂ and CH₄ emissions created from the solid waste placed in landfills.

⁶ Water includes GHG emissions from electricity used for transport of water and processing of wastewater.

⁷ Construction GHG emissions based on a 30 year amortization rate.

- b. Less than Significant Impact.** The proposed project would have the potential to conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of GHGs. As stated previously, the County of Riverside has adopted a Climate Action Plan (CAP); therefore, the project and its GHG emissions have been compared to the goals of the County of Riverside CAP Update.

Consistency with the County of Riverside CAP Update

Per the County’s CAP Update, the County adopted its first CAP in 2015 which set a target to reduce emissions back to 1990 levels by the year 2020 as recommended in the Assembly Bill (AB) 32 Scoping Plan. Furthermore, the goals and supporting measures within the County’s CAP Update are proposed to reflect and ensure compliance with changes in the local and State policies and regulations such as Senate Bill (SB) 32 and California’s 2017 Climate Change Scoping Plan. Therefore, compliance with the County’s CAP in turn reflects consistency with the goals of the CARB Scoping Plan, AB 32 and SB 32.

Appendix D of the Riverside County CAP Update also states that project's that do not exceed the CAP's screening threshold of 3,000 metric ton of CO₂ emissions (MTCO₂e) per year are considered to have less than significant GHG emissions and are in compliance with the County's CAP Update. According to the



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County's CAP Update, projects that do not exceed emissions of 3,000 MTCO₂e per year are also required to include the following efficiency measures:

- Energy efficiency matching or exceeding the Title 24 requirements in effect as of January 2017, and
- Water conservation measures that match the California Green Building Code in effect as of January 2017.

As stated above, the GHG emissions generated by the proposed project would not exceed the County of Riverside CAP Update screening threshold of 3,000 metric tons per year of CO₂e.

City of Coachella Climate Action Plan

The City of Coachella CAP Public Draft was completed June 2014 with the goal of reducing GHG emissions by 49% below 2014 levels by 2035. To meet these goals, the project will comply with AB 341 to divert at least 75% of the project waste from landfills and shall only use drought-tolerant landscaping. The project will therefore meet the goals of the City's Climate Action Plan and will have a less than significant impact.

3.9.2 Mitigation

No mitigation is required.

3.9.3 Level of Significance after Mitigation

Not applicable.

3.10 Hazards and Hazardous Materials

3.10.1 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>



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	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a-c. Less than Significant Impact. According to the Federal Motor Carrier Safety Administration (FMCSA) National Hazardous Material Route Registry (United States Department of Transportation Federal Motor Carrier Safety Administration; 2022), the closest National Hazardous Materials Routes are State Route 86 (SR 86), which is approximately three (3) miles northeast of the Project site, and Interstate 10 (I-10), which is approximately four (4) miles northeast of the Project site. SR 86 is designated as B,I, which prohibits the transportation of Class 1 explosives and poisonous inhalation hazards. I-10 is designated as B, which prohibits the transportation of any kind of explosives, and I, which prohibits transportation of poisonous inhalation hazards (United States Department of Transportation; 2022).

Construction of the proposed Project would involve the use of potentially hazardous materials, including vehicle fuels, oils, and transmission fluids. However, the transport, use, and disposal of construction-related hazardous materials would occur in conformance with all applicable local, state, and federal regulations governing such activities.

During operation, the Project would not involve the routine transport, storage, production, use, or disposal of hazardous materials and small amounts of consumer-grade pesticides and/or fertilizers may be stored by residents for the maintenance of landscaped areas and limited quantities of custodial and maintenance products, including cleansers, lubricants, and paints.

However, the transport, use, and storage of hazardous materials during construction of the Project would be conducted in accordance with all applicable State and federal laws, such as the Hazardous Materials Transportation Act (HMTA), Resource Conservation and Recovery Act (RCRA), the California Hazardous Material Management Act, (CHMMA) and the California Code of Regulations (CCR), Title 22. Therefore, operational impacts related to the transport, use, or disposal of hazardous materials use would be less than significant.

d. Less Than Significant Impact. According to the Department of Toxic and Substance Control Envirostor Database (California Department of Toxic Substances Control; 2022), the nearest cleanup site is located at West Coachella Elementary at Van Buren Street and Avenue 52 in Coachella, which borders the southern



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boundary of the Project site. The second cleanup site is a School Investigation, and its status is listed as *No Further Action in the Envirostor Database from Department of Toxic and Substance Control State of California*. Therefore, the impacts would be less than significant.

- e. **No Impact.** The closest airport to the Project site is the Jacqueline Cochran Regional Airport, which is approximately four points eight miles southeast of the Project site. The Project site is located outside of the Riverside County Airport Land Use Compatibility (ALUC) Airport Influence Area (Riverside County Airport Land Use Commission; 2022). Therefore, the Project would not result in a safety hazard for people residing or working in the Project area. No impact would occur.
- f. **Less Than Significant Impact.** The Project site is located along Van Buren Street, which is not designated as an emergency evacuation route by the City of Coachella. The access points into the city are through highway 111, Interstate 10, and State Route 86 all to the north of the Project site. There are no plans to alter the existing 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. **Less Than Significant Impact.** The Project site is not located within a State Responsibility Area (SRA) or a Local Responsibility Area (LRA) (California Office of the State Fire Marshall; 2022). A State Responsibility Area (SRA) is the area of the state where the State of California is financially responsible for the prevention and suppression of wildfires. SRA does not include lands within city boundaries or in federal ownership. A Local Responsibility Area (LRA) is an area designated by a local agency that is not a state responsibility area and where a local agency, city, county, or district is responsible for fire protection. 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.

3.10.2 Mitigation

No mitigation is required.

3.10.3 Level of Significance after Mitigation

Not applicable.

3.11 Hydrology and Water Quality

3.11.1 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>



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	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c.ii.) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c.iv) Impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to Project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- 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 proposed Project 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 (State of California Colorado River Basin Regional Water Quality Control Board; 2022).

The Project will also be required to 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.

The Project will be required to comply with South Coast Air Quality Management (SCAQMD) Rules 403 and 403.1. Rule 403 requires the implementation of best available dust control measures during active operations that are capable of generating fugitive dust. Rule 403.1 applies only to fugitive dust sources that occur in the Coachella Valley and requires reducing fugitive dust and PM10 emissions from made-made sources in the Coachella Valley and requires reducing fugitive dust and PM10 emissions from made-



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made sources in the Coachella Valley. Although these rules are intended to protect air quality, they also protect water quality by preventing sediment track out and erosion.

A Water Quality Management Plan (WQMP) was prepared for the site to determine how to address pollutants of concern that may be generated at the Project site (see Appendix F, Preliminary Water Quality Management Plan; 2022). The proposed Project will be required to collect and store 100% of the runoff generated during the 100-year storm event on-site per City of Coachella drainage standards.

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.** The Project will be served with potable water by Coachella Water Authority (Coachella Valley Water District, accessed October 3, 2022). Based on the size of the project which of 111 units with 81 of the 111 units having attached ADU, the project will not have a substantial impact on water demand. The Preliminary Water Quality Management Report (The Altum Group, 2023) addresses the addition of the ADU's. The ADU's do not change the conclusion of the report. Therefore, the Project would not substantially deplete groundwater supplies and the Project's impact to groundwater supplies would be less than significant. An information request for the proposed Project impacts was sent to the Coachella Water Authority on October 17, 2022 but no response was received as of November 1, 2022.

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. 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. Impacts would be less than significant.

- c-i. Less than Significant Impact.** Construction of the Project would require mass grading of the entire property to construct residential homes, which would change the site's existing ground contours and alter the existing drainage patterns interior to the Project site. 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. Under post-development conditions, a majority of the site would be covered with impervious surfaces and the number of exposed soils on the Project site would be minimal.

The Project would construct an integrated storm drain system on-site with retention basins to minimize the number of water-borne pollutants carried from the Project site. 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. Impacts would be less than significant.

- 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 City of Coachella General Plan 2035 requires that all new developments in areas susceptible to flooding incorporate measures to minimize or eliminate flood hazards (City of Coachella General Plan 2035, 2015). Under the developed condition, the Project will be designed to receive and store runoff tributary to the

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Van Buren half street frontage on-site. Storm drains runoff generated on-site will also be stored in a surface retention basin sized to collect and store the volume generated during the 100-year design storm per City of Coachella drainage ordinance requirements (The Altum Group, 2022).

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. Impacts would be less than significant.

- 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 generated during a 100 year storm event (The Altum Group, 2022). 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 the Project’s WQMP Appendix F (Preliminary Water Quality Management Plan; 2022), which identify required Best Management Practices (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 WQMP, the proposed Project would not create or contribute substantial additional sources of polluted runoff. Impacts would be less than significant.

- c-iv. Less than Significant Impact.** The Project site is not located in an area identified as a flood plain zone by Federal Emergency Management Agency (FEMA), the California Department of Water Resources (DWR), or the Riverside County Flood Control and Water Conservation District (RCFC) (Riverside County Flood Control, n.d.). The closest floodplain area to the site is the Whitewater River, which is approximately 2 miles northeast of the Project site at its closest point (Riverside County Information Technology, 2022). Because the Project site is not within or close to a floodplain zone, the proposed Project would not impede or redirect flood flows. Impacts would be less than significant.
- d. No Impact.** The Project site is not located in an area identified as a flood plain zone by Federal Emergency Management Agency (FEMA), the California Department of Water Resources (DWR), or the Riverside County Flood Control and Water Conservation District (RCFC) (Riverside County Flood Control, n.d.). Furthermore, the Project site is not located within the vicinity of any other significant bodies of water (Riverside County Information Technology, 2022). 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, there would be no impact.
- e. Less than Significant Impact.** 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 obstruct implementation of a water quality control plan or sustainable groundwater management plan (The Altum Group, 2022). Therefore, impacts would be less than significant.

3.11.2 Mitigation

No mitigation is required.

3.11.3 Level of Significance after Mitigation

Not applicable.

3.12 Land Use and Planning

3.12.1 Impacts

	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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- a. No Impact.** Under existing conditions, the Project site is vacant and is bordered by vacant, undeveloped land to the west and south, a roadway to the east (Van Buren Street), and an elementary school (Coral Mountain Academy) to the north. Development of the Project would not physically disrupt or divide the arrangement of an established community. No impact would occur.
- b. Less Than Significant Impact.** The development of the Project would consist of 111 single-family homes with 81 of the 111 units to have single family homes with attached ADU’s and associated site improvements on a 19.2-acre property. Each lot would have a minimum size of 4,500 square feet which is beyond the minimum standard of 2,500 square feet required for single-family zoning in Coachella (City of Coachella, 2022). The proposed density would be 10 dwelling units per acre.

Since the Project would have a development density of 10 dwelling units per acre, Per the City’s General Plan, the land use, Regional Retail District, is intended to have larger lots, larger yards, larger setbacks, and more landscaping (City of Coachella General Plan Update 2035, 2015). The proposed Project would not conflict with the underlying General Plan land use designation or zoning.

3.11.2 Mitigation

No mitigation is required.

3.11.3 Level of Significance after Mitigation

Not applicable.

3.13 Mineral Resources

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a-b. No Impact. According to the City General Plan Environmental Impact Report Figure 4.5-9, Mineral Resources, the Project site is located in an Mineral Resource Zone one (MRZ-1 zone), which indicates it is located in an area where there is little likelihood for presence of significant mineral resources (City of Coachella Updated 2035 General Plan Final Environmental Impact Report, 2014). The Project site is currently zoned Residential Single Family (R-S) per the City’s Official Zoning Map, which does not allow for mineral production (City of Coachella, 2022). Therefore, there would be no impact.

3.13.1 Mitigation

No mitigation is required.

3.13.2 Level of Significance after Mitigation

Not applicable.

3.14 Noise

3.14.1 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	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



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	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
ordinance, or applicable standards of other agencies?				
b) Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Fundamentals of Noise

Sound, Noise and Acoustics

Sound is a disturbance created by a moving or vibrating source and is capable of being detected by the hearing organs. Sound may be thought of as mechanical energy of a moving object transmitted by pressure waves through a medium to a human ear. For traffic, or stationary noise, the medium of concern is air. *Noise* is defined as sound that is loud, unpleasant, unexpected, or unwanted.

Frequency and Hertz

A continuous sound is described by its *frequency* (pitch) and its *amplitude* (loudness). Frequency relates to the number of pressure oscillations per second. Low-frequency sounds are low in pitch (bass sounding) and high-frequency sounds are high in pitch (squeak). These oscillations per second (cycles) are commonly referred to as Hertz (Hz). The human ear can hear from the bass pitch starting out at 20 Hz all the way to the high pitch of 20,000 Hz.

Sound Pressure Levels and Decibels

The *amplitude* of a sound determines its loudness. The loudness of sound increases or decreases as the amplitude increases or decreases. Sound pressure amplitude is measured in units of micro-Newton per square inch meter (N/m²), also called micro-Pascal (μPa). One μPa is approximately one hundred billionths (0.0000000001) of normal atmospheric pressure. Sound pressure level (SPL or L_p) is used to describe in logarithmic units the ratio of actual sound pressures to a reference pressure squared. These units are called decibel (dB).

Addition of Decibels

Because decibels are on a logarithmic scale, sound pressure levels cannot be added or subtracted by simple plus or minus addition. When two sounds of equal SPL are combined, they will produce an SPL 3 dB greater than the original single SPL. In other words, sound energy must be doubled to produce a 3 dB increase. If two sounds differ by approximately 10 dB, the higher sound level is the predominant sound.



Human Response to Changes in Noise Levels

In general, the healthy human ear is most sensitive to sounds between 1,000 Hz and 5,000 Hz, (A-weighted scale) and it perceives a sound within that range as being more intense than a sound with a higher or lower frequency with the same magnitude. For purposes of this report as well as with most environmental documents, the A-scale weighting is typically reported in terms of A-weighted decibel (dBA). Typically, the human ear can barely perceive the change in noise level of 3 dB. A change in 5 dB is readily perceptible, and a change in 10 dB is perceived as being twice or half as loud. As previously discussed, a doubling of sound energy results in a 3 dB increase in sound, which means that a doubling of sound energy (e.g. doubling the volume of traffic on a highway) would result in a barely perceptible change in sound level.

Changes in Intensity Level, dBA	Changes in Apparent Loudness
1	Not perceptible
3	Just perceptible
5	Clearly noticeable
10	Twice (or half) as loud

Sound Propagation

As sound propagates from a source it spreads geometrically. Sound from a small, localized source (i.e., a point source) radiates uniformly outward as it travels away from the source in a spherical pattern. The sound level attenuates at a rate of 6 dB per doubling of distance. The movement of vehicles down a roadway makes the source of the sound appear to propagate from a line (i.e., line source) rather than a point source. This line source results in the noise propagating from a roadway in a cylindrical spreading versus a spherical spreading that results from a point source. The sound level attenuates for a line source at a rate of 3 dB per doubling of distance.

As noise propagates from the source, it is affected by the ground and atmosphere. Noise models use hard site (reflective surfaces) and soft site (absorptive surfaces) to help calculate predicted noise levels. Hard site conditions assume no excessive ground absorption between the noise source and the receiver. Soft site conditions such as grass, soft dirt or landscaping attenuate noise at a rate of 1.5 dB per doubling of distance. When added to the geometric spreading, the excess ground attenuation results in an overall noise attenuation of 4.5 dB per doubling of distance for a line source and 7.5 dB per doubling of distance for a point source. Research has demonstrated that atmospheric conditions can have a significant effect on noise levels when noise receivers are located 200 feet from a noise source. Wind, temperature, air humidity and turbulence can further impact how far sound can travel.

Ground-Borne Vibration Fundamentals

Vibration Descriptors

Ground-borne vibrations consist of rapidly fluctuating motions within the ground that have an average motion of zero. The effects of ground-borne vibrations typically only cause a nuisance to people, but at extreme vibration levels, damage to buildings may occur. Although ground-borne vibration can be felt outdoors, it is typically only an annoyance to people indoors where the associated effects of the shaking of a building can be notable. Ground-borne noise is an effect of ground-borne vibration and only exists indoors, since it is produced from noise radiated from the motion of the walls and floors of a room and may also consist of the rattling of windows or dishes on shelves. Several different methods are used to quantify vibration amplitude.

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PPV – Known as the peak particle velocity (PPV) which is the maximum instantaneous peak in vibration velocity, typically given in inches per second.

RMS – Known as root mean squared (RMS) can be used to denote vibration amplitude

VdB – A commonly used abbreviation to describe the vibration level (VdB) for a vibration source.

Vibration Perception

Typically, developed areas are continuously affected by vibration velocities of 50 VdB or lower. These continuous vibrations are not noticeable to humans whose threshold of perception is around 65 VdB. Outdoor sources that may produce perceptible vibrations are usually caused by construction equipment, steel-wheeled trains, and traffic on rough roads, while smooth roads rarely produce perceptible ground-borne noise or vibration. To counter the effects of ground-borne vibration, the Federal Transit Administration (FTA) has published guidance relative to vibration impacts. According to the FTA, fragile buildings can be exposed to ground-borne vibration levels of 0.3 inches per second without experiencing structural damage.

Vibration Perception

There are three main types of vibration propagation: surface, compression, and shear waves. Surface waves, or Rayleigh waves, travel along the ground's surface. These waves carry most of their energy along an expanding circular wave front, similar to ripples produced by throwing a rock into a pool of water. P-waves, or compression waves, are body waves that carry their energy along an expanding spherical wave front. The particle motion in these waves is longitudinal (i.e., in a "push-pull" fashion). P-waves are analogous to airborne sound waves. S-waves, or shear waves, are also body waves that carry energy along an expanding spherical wave front. However, unlike P-waves, the particle motion is transverse, or side-to-side and perpendicular to the direction of propagation. As vibration waves propagate from a source, the vibration energy decreases in a logarithmic nature and the vibration levels typically decrease by 6 VdB per doubling of the distance from the vibration source. As stated above, this drop-off rate can vary greatly depending on the soil but has been shown to be effective enough for screening purposes, in order to identify potential vibration impacts that may need to be studied through actual field tests.

Noise modelling procedures and assumptions for the proposed Project are include in Appendix G, Encanto Residential – Noise, Noise Impact Study, MD Acoustics LLC.

- a. **Less than Significant Impact with Mitigation Incorporated.** Due to Project Generated traffic, a worst-case project generated traffic noise level was modeled utilizing the Federal Highway Administration (FHWA) Traffic Noise Prediction Model - FHWA-RD-77-108. Traffic noise levels were calculated at 90 and 100 feet from the centerline of Van Buren Street to estimate the noise level at on-site and off-site receivers across that street. The trip generation for the Encanto residential project is 1,449 average daily trips. The modeling is theoretical and considers two situations: with and without the existing barriers. Therefore, the levels are shown for comparative purposes only to show the difference in with and without project conditions. In addition, the noise contours for 60, 65, and 70 dBA CNEL were calculated. The potential off-site noise impacts caused by an increase in traffic from the operation of the proposed project on the nearby roadways were calculated for the following scenarios:

Existing Year (without Project): This scenario refers to the year 2023 traffic noise conditions.

Cumulative Year (Plus Project): This scenario refers to the year 2025 + project + cumulative traffic noise conditions.

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Table 1 compares the without and with project scenarios and shows the change in traffic noise levels as a result of the proposed project. It takes a change of 3 dB or more to hear a perceptible difference. As demonstrated in Table 1 the project is anticipated to generate a small change in the noise CNEL level. The change in noise level is less than significant as 1 dBA noise increase is the maximum change projected. Additionally, the traffic noise levels are below the normally acceptable limits given by Figure 10-1 from the General Plan Noise Element. No further mitigation is required.

Noise Impacts to On-Site Receptors Due to Traffic

Traffic noise from the local roadway network was evaluated and compared to the City’s noise compatibility matrix. Per the City of Coachella’s General Plan Land Use Compatibility (City of Coachella; 2014), single-family residential is conditionally acceptable up to 65 dBA CNEL. As shown in Table 1, the Cumulative Plus Project traffic noise contour projections estimate that the 70 dBA CNEL will reach up to 24 feet from the centerline of the Van Buren Street. On-Site residential structures are located approximately 110 feet away from the Van Buren Street centerline. The distance from the roadway centerline falls within the 65 to 60 dBA CNEL contour and corresponds to the normally acceptable region for single-family residential (per land use compatibility matrix).

To further attenuate exterior noise impacting sensitive receivers, a 6-foot solid wall is proposed on the northern property line. Said wall will help to reduce the noise from the roadway. Additionally, to mitigate exterior to interior noise levels, the proposed Project shall implement noise control solutions to mitigate interior noise levels down to 45 dBA CNEL which requires a noise reduction of at least 20 dBA or more for the first and second floor units located on the first row facing Van Buren Street (see Mitigation Measure (MM) NOI-1).

Table 9 Existing Scenario - Noise Levels Along Roadways (dBA CNEL)

Opening Year Without Project Exterior Noise Levels						
Roadway	Segment	CNEL at receiver ¹ (dBA)	Distance to Contour (Ft)			
			70 dBA CNEL	65 dBA CNEL	60 dBA CNEL	55 dBA CNEL
Van Buren St	Frida Way to 52 nd Ave	62.5	20	62	196	621
Van Buren St	Frida Way to 51 st Ave	59.8	9	27	86	270

Opening Year with Project Exterior Noise Levels						
Roadway	Segment	CNEL at receiver ¹ (dBA)	Distance to Contour (Ft)			
			70 dBA CNEL	65 dBA CNEL	60 dBA CNEL	55 dBA CNEL
Van Buren St	Frida Way to 52 nd Ave	63.4	24	76	239	757
Van Buren St	Frida Way to 51 st Ave	60.5	10	32	100	316

Change in Existing Noise Levels as a Result of Project					
Roadway	Segment	CNEL at receiver dBA ^{2,3}			
		Existing Without Project	Existing With Project	Change in Noise Level	Potential Significant Impact
Van Buren St	Frida Way to 52 nd Ave	62.5	63.4	0.9	No



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Van Buren St	Frida Way to 51 nd Ave	59.8	60.5	0.7	No
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Notes:

¹ On-site receiver at 110 feet from roadway centerline. Off-site receiver 90 feet from roadway centerline.

² Exterior noise levels calculated at 5 feet above ground level.

³ Noise levels calculated from centerline of subject roadway.

Transportation noise impacts would be considered significant if the existing plus project levels are expected to increase by more than 3 dB. Compared to existing traffic noise levels, future traffic volumes are expected to increase 0.9 dBA CNEL at existing land uses. The impact is therefore less than significant.

Stationary noise impacts would be considered significant if they result in exceedances of Section 7.04.030 of the City’s Municipal Code. Implementation of the proposed project would result in stationary noise related to HVAC units. All equipment is required to meet the stationary noise limits of 55 dBA at the adjacent sensitive receptors.

Operational noise levels are expected to be below the ambient and reach 30 to 33 dBA Leq at the nearest receptors. These noise levels do not exceed the City’s noise standard. Therefore, the impact would be less than significant.

Construction noise will be significant if construction activities occur outside of the permitted construction hours specified in Section 7.04.070 of the City’s Municipal Code. Noise due to construction will result in short-term noise impacts associated with construction activities. The grading phase of on-site construction activities will generate the highest temporary noise levels. The loudest construction equipment on the site will be tractors, graders, scrapers, and dozers. Typical operating cycles for these types of construction equipment may involve 1 or 2 minutes of full power operation followed by 3 or 4 minutes at lower power settings. The maximum Leq level for the loudest phase of construction is expected to be 63 dBA Leq and 67 dBA Lmax at the nearest existing adjacent educational building.

With implementation of MM NOI-1, impacts would be reduced to less than significant.

- b. Less than Significant Impact.** Construction vibration will be significant if vibration exceeds levels that would result in structural damage to existing buildings. Construction activity is not anticipated to occur within 600 feet of sensitive receptors. At a distance of 600 feet, the nearest educational building to the project property line, a large bulldozer would yield a worst-case 0.003 PPV (in/sec) which is below the threshold of any risk of damage. The project may result in temporary daytime residential annoyance. Construction activity is not expected to fall within the limits of structural damage, and therefore, the impact is less than significant.
- c. No Impact.** The nearest airport to the project site is the Jacqueline Cochran Regional Airport. The Jacqueline Cochran Airport is approximately 3.5 miles to the southeast of the project. The project would be located outside the noise contours of Jacqueline Cochran Airport. Therefore, no substantial noise exposure from airport noise would occur and it would have no impact.

3.14.2 Mitigation

NOI-1 The proposed Project shall achieve a minimum of 20 dBA noise reduction in the residential building shell design to meet the City’s 45 dBA CNEL interior residential requirement.



3.14.3 Level of Significance after Mitigation

Less than significant.

3.15 Population and Housing

3.15.1 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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a. Less than Significant Impact.** The population of the city of Coachella is expected to grow from 76,500 in 2020 to 105,220 in 2025, a 38% increase of 28,720 people (City of Coachella, accessed October 4, 2022). The Project would develop the subject property with 111 single family homes with 81 of the 111 units to have single family homes with attached ADU’s. Based on the city’s average household size of 2.61 persons (United States Census Bureau, 2021), the proposed Project would increase the city’s total population by approximately 290-310 residents. This only leads to a negligible increase in population and is consistent with current population growth projections. Furthermore, the Project will be accessible via existing roads and infrastructure. No roads or infrastructure would need to be extended to serve the Project. Since the anticipated increase in population based on the proposed residences would be negligible (and within current population growth projections), induced population growth would not be substantial. Therefore, the impacts would be less than significant.
- b. No Impact.** The future development of 111 single-family residences with 81 of the 11 units to have single family homes with attached ADU’s will take place on one vacant parcel. No existing structures or housing will be eliminated as a result of the Project and is not expected to displace any current residents. Instead, the Project will accommodate housing that is needed by the growing population. Therefore, there would be no impacts relating to the displacement of people or housing.

3.15.2 Mitigation

No mitigation is required.

3.15.3 Level of Significance after Mitigation

Not applicable.

3.16 Public Services

3.16.1 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 or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
i) Fire Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Police Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
v) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a-i. Less than Significant Impact. The Coachella Fire Department would provide fire protection services to the Project site. The Coachella Fire Department Fire Station (#79) is located at 1377 Sixth Street, approximately one and a half (1.5) miles northeast of the Project site. Correspondence with Fire Captain Rodriguez stated that Fire Station 79 operates with six (6) personnel total, including a crew of three (3) fire-fighters who are on site at all times (Fire Captain J. Rodriguez; July 2023.). Per the City of Coachella Development Impact Fees Annual Report 2021, the City of Coachella requires a fee of \$1,750.03 per single-family unit development paid by project applicants to provide funding for fire protection and medical services facilities and equipment from expected community growth (City of Coachella Development Impact Fees Annual Report 2021; 2021). Since the proposed Project would be required to pay these fees and will feature fire safety and fire suppression activities including but not limited to, fire sprinklers, a fire hydrant system, paved access, and because the Coachella Fire Department will review and approve Project plans to ensure all applicable fire standards and regulations are met, impacts 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 three and a half (3.5) miles southeast of the Project site. An information request for additional personnel and service area information was filed with Riverside County on October 11, 2022. A response was received on October 13, 2022, stating that the City of Coachella has approximately 30 sworn officers and

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approximately seven additional staff for a total of approximately 37 positions (Riverside County Sheriff's Department Public Records Center; 2022). Further, as part of final project approvals, the Coachella Police Department will review and approve Project plans to ensure all applicable police standards and regulations are met. In addition, per the City of Coachella Development Impact Fees Annual Report 2021, the City of Coachella requires a fee of \$306.54 per single-family unit development paid by project applicants to provide funding for police facilities and service equipment for increased police needs from expected community growth (City of Coachella Development Impact Fees Annual Report; 2021). Therefore, impacts associated with police protection services would be less than significant.

a-iii. Less than Significant Impact. The Project site is located within the jurisdiction of the Coachella Valley Unified School District (CVUSD) which currently enrolls approximately 17,000 students and operates 14 elementary schools, four (4) middle schools, and four (4) high schools (Coachella Valley Unified School District, accessed October 4, 2022).

The closest schools to the Project site are:

- Coral Mountain Academy, adjacent to the northern border of the Project site at 51375 Van Buren Street, Coachella, CA.
- Desert Leaders Charter School, approximately one (1) mile northwest of the Project site at 50100 Jackson St, Indio, CA.
- Peter Pendleton Elementary School, approximately one (1) mile southeast of Project site at 51375 Van Buren Street, Coachella, CA.
- NOVA Academy Early College High School – Coachella, approximately one (1) mile southeast of the Project site at 52780 Frederick St, Coachella, CA.

The Project would develop the subject property with 111 single family homes with 81 of the 111 units to have single family homes with attached ADU's. Based on the city of Coachella's average household size of 2.61 persons per household (United States Census Bureau, 2021), the Project can reasonably be expected to increase neighborhood population by approximately 290-310 residents. The City of Coachella's current population is around 40,000, the city projects an increase to 155,000 by 2035, including the land within its sphere of influence area, the city accommodate over 250,000 people (City of Coachella General Plan Update 2035; 2015). The population in the southeastern Coachella Valley is expected to increase to between 300,000 and 500,000 people within a generation or two (City of Coachella General Plan Update 2035; 2015). The development will only increase the population by 290-310 people, the city does have capacity per the city's general plan.

Additionally, the proposed Project is required to pay the State-mandated school impact fees, which would assist in mitigating impacts to schools. Therefore, the impacts would be less than significant.

a-iv. Less than Significant Impact. The closest parks to the project site are Bagdouma Park, which is approximately one (1) mile east, Tot Park, which is approximately one (1) mile southeast, and De Oro Park, which is approximately one (1) mile northeast (Riverside County Information Technology, 2022). As discussed in section 2.14.1(a), the proposed Project can reasonably be expected to increase local population by approximately 290-310 residents.

Additionally, the Project will be required to pay a development impact fee pursuant to the City's Municipal Code Chapter 4.45 (City of Coachella, 2022), which will accommodate the development of new parks and recreation facilities within the city. The proposed Project will also be required to dedicate land or pay fees

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for park and recreation purposes pursuant to the Quimby Act, which requires that three acres of land for each 1,000 persons residing within a subdivision shall be devoted to neighborhood and community park and recreational facilities (City of Coachella Code of Ordinances Section 16.36.060; 2022). Therefore, impacts to parks would be less than significant.

A-v. Less than Significant Impact. As discussed in section 2.14.1(a), the proposed Project can reasonably be expected to increase local population by approximately 290-310 residents, which is a negligible increase compared to the City of Coachella’s projected growth rate of 28,720 people by the City’s buildout year of 2025. Therefore, relative to the city’s projected population growth, the Project’s impact on public facilities, fire, police, schools, parks, libraries would be less than significant.

Additionally, as discussed in section 2.15.1a(iv), the Project would be required to pay a development impact fee pursuant to the City’s Municipal Code Chapter 4.45, which will accommodate the need for public facilities, Police , fire, schools, parks, and library facilities (City of Coachella, 2022). Therefore, implementation of the Project would not adversely affect other public facilities or require the construction of new or modified public facilities. Impacts would be less than significant.

3.16.2 Mitigation

No mitigation is required.

3.16.3 Level of Significance after Mitigation

Not applicable.

3.17 Recreation

3.17.1 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a-b. Less than Significant Impact. The city of Coachella is located within the Coachella Valley Recreation and Park District (CVRPD), which provides park and recreation services for the city. The City of Coachella oversees several recreation facilities, which include the Coachella Valley Boxing Club, Jack Delgado Karate Club, and Eleanor Shadowen Senior Citizen Center. Currently, there are no regional parks, recreational

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trails or bike trails located within the City. The City of Coachella maintains 47 acres of parkland spread across seven different parks; Bagdouma Park Community Park 34 acres, Rancho Las Flores Community Park 12 acres, Dateland Park Neighborhood Park five (5) acres, De Oro Park Neighborhood Park four (4) acres, Sierra Vista Park Neighborhood two (2) acres, Shady Lane Park Neighborhood Park one (1), Ya’ We’ Vichem Park Pocket Park zero point six (0.6) acre, Ave 53 Tot Lot Pocket Park zero point twenty-one (0.21) (City of Coachella General Plan Update 2035; 2015).

The closest parks to the Project site are Bagdouma Park, which is approximately one (1) mile to the east, Tot Park, which is approximately one (1) mile southeast, and De Oro Park, which is approximately one(1) mile northeast (Riverside County Information Technology, 2022). As discussed in section 2.14.1(a) the proposed Project can reasonably be expected to increase local population by approximately 290-310 residents, which is a small increase compared to the City of Coachella’s projected growth rate of 28,720 people by 2025.

Additionally, as discussed in section 2.15.1a(iv), the Project would be required to pay a development impact fee pursuant to the City’s Municipal Code Chapter 4.45 (City of Coachella, 2022), which will accommodate the need for public facilities, including parks and recreational facilities. Therefore, the impacts would be less than significant.

3.17.2 Mitigation

No mitigation is required.

3.17.3 Level of Significance after Mitigation

Not applicable.

3.18 Transportation

3.18.1 Impacts

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



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- a. **Less than Significant Impact.** A Traffic Analysis (TA) as well as a a Vehicle Miles Travelled (VMT) Memorandum, were completed by General Technologies and Solutions (GTS) in august 2022 and September 2023, respectively (Appendix). GTS evaluated the potential traffic deficiencies related to the Project in conformance with the analysis requirements per the County of Riverside Transportation Analysis Guidelines for Level of Service (LOS) and Vehicle Miles Traveled (VMT) for the purposes of compliance with the City of Coachella General Plan.

On December 28, 2018, the California Office of Administrative Law cleared the revised CEQA Guidelines and removed analysis of vehicle delay and level of service from consideration under CEQA. With the adopted guidelines, transportation impacts are to be evaluated based on a project's effect on a project's analysis of vehicle miles traveled (VMT). Since the City has yet to adopt Senate Bill 743 (SB 743) guidelines the VMT analysis for the proposed Project was based upon the methodology and significant threshold criteria identified in the County of Riverside Transportation Analysis (TA) Guidelines for Level of Service (LOS) and Vehicle Miles Traveled, December 2020 (Guidelines).

The Project will not conflict with any program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities (Appendix H), Therefore, impacts would be less than significant.

- b. **Less than Significant Impact.** The City of Coachella has yet to adopt Senate Bill 743 (SB 743) guidelines (General Technologies & Solutions, 2022) and so based on the guidance from the City, the VMT analysis was based upon the methodology and significant threshold criteria identified in the County of Riverside Transportation Analysis (TA) Guidelines for Level of Service (LOS) and Vehicle Miles Traveled, December 2020 (County of Riverside Transportation Department, 2020).

The City's project screening criteria, which provide screening criteria for small scale projects, was reviewed for the Project. The County of Riverside TA Guidelines for LOS provide screening criteria for small Projects (County of Riverside Transportation Department, 2020). The guidelines include project screening criteria which were reviewed for traffic related evaluation of the proposed Project. Given the Project is a single-family development, the screening criteria allows for developments with 110 single family dwelling units or less to be screened out from conducting a detailed VMT analysis. Since the proposed Project includes 111 single family and 81 accessory dwelling units, this Project does not qualify for VMT screening under this or any of other established screening criteria. Therefore, a full VMT analysis was conducted using RIVCOM3.51 as recommended in the guidelines. The residential VMT is computed by combining the production VMT for all the Home-Based trip purposes. According to the Guidelines, the Project will constitute a significant impact if the Project residential VMT per capita is higher than the Riverside Countywide residential VMT per capita.

Both baseline (2018) and horizon year (2045) model runs were used to estimate Project's VMT impacts. RIVCOM3 socioeconomic databases for the scenarios were updated with the Project land use to calculate Project VMT. Typically, Project VMT is calculated by isolating the Project in a new TAZ or multiple TAZs depending on the diversity of Project land uses and Project size. RIVCOM3 does not allow addition of new TAZs or TAZ splits, however it includes some empty zones. One of the empty TAZ was borrowed for this Project. Project TAZ was utilized to calculate Project specific VMT per capita.

No Project specific network modifications were conducted for the model scenarios. Full model runs with all feedback loops were conducted for all of the Project scenarios.

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As indicated before, the Project residential VMT per capita was compared with Riverside Countywide residential VMT per capita for Project evaluation. The Riverside Countywide residential VMT per capita was estimated using “No Project” RIVCOM3 runs conducted by GTS. VMT metrics for the threshold and Project were developed using consistent methodology.

Table 10 Project VMT analysis

	Encanto (Project)*	Riverside County (County)**
Total Population	768	2,358,439
Total Employment	-	759,857
Homebased Production (HBP) VMT	9,357	43,061,412
HBP VMT per capita	12.2	18.3
2045	Encanto (Project)*	Riverside County (County)**
Total Population	768	3,424,454
Total Employment	-	1,116,025
Homebased Production (HBP) VMT	8,777	63,976,131
HBP VMT per capita	11.4	18.7

**Estimated using RIVCOM3 “with Project” model runs*

*** Estimated using GTS No Project RIVCOM3 model runs*

Based on the VMT analysis as shown in the above Table 1, the Project would not result in significant increases in VMT. Therefore, the impacts would be less than significant.

- c-d. Less than Significant Impact.** Access to the Project site will be provided via one (1) full access driveway and one (1) emergency access only driveway along Van Buren Street. A loop road is proposed in the interior of the site to provide access to and from all of the proposed residential units. No sharp curves or dangerous roadway design features are being proposed for circulation on the site. Emergency access will be finalized and designed to the satisfaction of the City and County Fire Marshalls. Additionally, the Riverside County Fire Department, City Fire Services, and the City 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 create hazards due to a geometric design and would not result in inadequate emergency access. Therefore, Project impacts would be less than significant.

3.18.2 Mitigation

No mitigation is required.

3.18.3 Level of Significance after Mitigation

Not applicable.

3.19 Tribal Cultural Resources

3.19.1 Impacts

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
TRIBAL 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:				
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	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a.i – ii Less than Significant Impact with Mitigation Incorporated. The Project area is a vacant, flat parcel within a mostly agricultural portion of the Coachella Valley (Figure 5-1).

Noted disturbances on the site include what appear to be decades of dumping (e.g., dirt piles, construction material, modern refuse), former agricultural infrastructure, and evidence of abandoned homeless encampments. The agricultural infrastructure includes concrete standpipes and fragments, and plastic lines that are scattered throughout the property and likely date to the 1980s and 1990s. Additionally, a small hill in the northeast corner of the property was observed. The hill appears to be a large push pile from working or clearing the parcel. As a result of these activities, the upper 1.5-2.0 ft of the ground surface across the Project site is likely disturbed.

No archaeological or built-environment resources were identified in the Project area during the Paleontological Resources Assessment conducted by Paleo West.

PaleoWest contacted the Native American Heritage Commission (NAHC) on February 25, 2022 for a review of the Sacred Lands File (SLF) (Appendix E, Paleontological Resource Assessment; 2022). The objective of



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the SLF search was to determine if the NAHC had any knowledge of Native American cultural resources (e.g., traditional use or gathering area, place of religious or sacred activity, etc.) within the immediate vicinity of the Project area. The NAHC responded on April 14, 2022, stating that the SLF was completed with negative results. However, the NAHC suggested that 18 individuals representing 12 Native American tribal groups be contacted to elicit information regarding cultural resource issues related to the proposed Project (See Appendix E Paleontological Records Search Results, Paleontological Resource Assessment; 2022). PaleoWest sent outreach letters on behalf of the City of Coachella to the 12 recommended tribal groups on April 15, 2022.

To date three (3) responses have been received by the City of Coachella. The tribes pointed out that the Project area is part of the Desert Cahuilla cultural land use area and within the prehistoric Desert Cahuilla settlement pattern. The tribal coordination revealed that there are several cultural village sites located in the general Project vicinity that indicate that the area may be sensitive for cultural resources.

As a result of the cultural resource records search and survey conducted by PaleoWest, no archaeological or historic period built-environment resources were identified in the Project area. However, geological and geomorphic information indicates that the Project area has the potential to contain significant buried archaeological remains. As such, the Project area appears to be moderately sensitive for buried cultural resources. Therefore, it is recommended that an archaeological monitor be retained to observe ground-disturbing activities during the initial phases of construction.

With the incorporation of mitigation measures (MM) CU-1, CUL-2 and TRI-1, the proposed Project would have a less than significant impact to tribal cultural resources.

3.19.2 Mitigation

- TRI-1** A qualified archaeologist monitor shall be present during any ground disturbing activities during the Project construction phase. If the qualified archaeologist determines that the construction activities have little or no potential to impact cultural resources (e.g., excavations are within previously disturbed, non-native soils, or within soil formation not expected to yield cultural resources deposits), then monitoring shall be reduced or eliminated.

3.19.3 Level of Significance after Mitigation

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

3.20 Utilities and Services

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	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?				
b) Have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a-e. Less than Significant Impact.

Domestic Water

As discussed in section 2.10.1(b), the proposed Project will be served with potable water by Coachella Water Authority (CWA) (Coachella Valley Water District, accessed October 3, 2022). The City estimates a population growth of 116,377 by 2035, bringing the per capita water use to 200, total water use per day 23.28, total annual water use 8,496, this is a 27.8% increase; however the CWA is prepared for the increase in population and demand and has the current capacity to handle new development (2015 Urban Water Management Plan Final; 2016). The current demand for domestic water serves 55,783 people, per capita water use 200, total water use per day 11.16, total annual water use 4,072 (2015 Urban Water Management Plan Final; 2016). Based on the size of the proposed Project which would consist of 111 dwelling units with 81 of the 111 units to have single family homes with attached ADU's the Project will not have a substantial impact on water demand considering the city's projected growth of 116,377 people by 2035. Therefore, the Project would not substantially deplete groundwater supplies and the Project's impact to groundwater supplies would be less than significant.

Additionally, the Project will be required to implement all water conservation measures imposed by the CVWD 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 will tie into existing domestic water lines. 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.



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Wastewater

Wastewater generated from the Project site would be treated through the Coachella Sanitation District (CSD). The Project would generate a minimal increase in wastewater and since the WWTP currently treats approximately 2.9 million gallons of wastewater per day, the Project would not result in a significant impact (City of Coachella General Plan Update 2035, 2015).

The Project will tie into existing sanitary sewer lines, and wastewater will be transported to Coachella's Wastewater Treatment Plant (WWTP). The WWTP implements all applicable requirements of the Colorado River Basin Regional Water Quality Control Board, 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 collected by Burrtec Waste Industries and 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. Fees for solid waste removal would be paid by individual households residing at the proposed Project site.

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 (297,800 square feet of new single-family houses) and the United States Environmental Protection Agency's (U.S. EPA) construction waste generation factor of 4.39 pounds per square foot for residential uses, approximately 653.67 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 228.79 tons of solid waste requiring landfill disposal during Project construction.

Non-recyclable construction waste generated by the Project would be disposed of 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

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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 12.23 pounds of waste per household per day obtained from CalRecycle, (2022) long-term, on-going operation of the Project would generate approximately 0.7 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 0.35 tons of solid waste per day requiring landfilling.

Non-recyclable solid waste generated during long-term operation of the Project would be disposed of at the Coachella Valley Transfer Station. As described above, the landfills that serve the city 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.

3.20.1 Mitigation

No mitigation is required.

3.20.2 Level of Significance after Mitigation

Not applicable.

3.21 Wildfire

3.21.1 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>



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	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

a-d. No Impact. A State Responsibility Area (SRA) is the area in the state where the State of California has the primary financial responsibility for the prevention and suppression of wildland fires (California Fire Prevention Fee; 2022). Local Responsibility Areas (LRA) are incorporated cities, urban regions, agriculture lands, and portions of the desert where the local government is responsible for wildfire protection. Fire protection in LRAs is typically provided by city fire departments, fire protection districts, counties, and by California Fire (CAL FIRE) (Office of the State Fire Marshall; 2022). Classification of a wildland zone as Moderate, High or Very High fire hazard is made by the California Department of Forestry and Fire Protection (CAL Fire) and is based on the average hazard across the area included in the zone, which have a minimum size of 200 acres (Office of the State Fire Marshall; 2022).

The Project site is not located in or near a State Responsibility Area (SRA) or within a high, moderate, or Very High Fire Hazard Severity zone (VHFHS) (Office of the Sate Fire Marshall; 2022). Therefore, the Project would not exacerbate wildfire hazard risks or expose people or the environment to adverse environmental effects related to wildfires. No Impact

3.21.2 Mitigation

No mitigation is required.

3.21.3 Level of Significance after Mitigation

Not applicable.

3.22 Mandatory Findings of Significance

3.22.1 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 or wildlife population to drop below self-sustaining	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



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	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

- 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. Impacts to biological resources are discussed in Section 2.4. Compliance with applicable rules and regulations as well as implementation of the mitigation measures AIR-1, BIO-1, CUL-1, CUL-2, GEO-1 to GEO-4, and NOI-1, which are outlined in the following section, would reduce potential impacts to less than significant.
- b. **Less than Significant with Mitigation Incorporated.** No known planned or pending projects are located in the immediate site vicinity that would substantially contribute to any additive effects in conjunction with the project. With adherence to all mitigation measures, the proposed Project’s contribution to cumulative impacts with respect to such issues as aesthetics, air quality, GHG emissions, water quality, population growth, public services, and noise would not be substantial due to the project size, location, and design. Therefore, the proposed Project would not contribute to cumulative impacts related to any of the issues areas. Impacts would be reduced to less than significant levels with mitigation incorporated.
- c. **Less than Significant with Mitigation Incorporated.** As detailed in the preceding sections of this ISMND, the proposed Project has the potential to result in impacts to Cultural and Paleontological Resources, Air Quality, and Noise levels. Compliance with applicable rules and regulations as well as implementation of the mitigation measures AIR-1, CUL-1, CUL-2, NOI-1, and TRI-1, would reduce potential impacts on human beings. Impacts would be reduced to less than significant levels with mitigation incorporated.

3.22.2 Mitigation

AIR-1 Paint used for indoor architectural coatings for the project shall have a maximum of 40 grams per liter of VOCs.

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- BIO-1** In order to reduce impacts to nesting birds located at the proposed Project site, a pre-construction nesting bird clearance survey shall be conducted by the proposed Project Applicant at the site prior to ground disturbance.
- CUL-1** A qualified archaeologist monitor 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 shall be 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. Ground disturbing activities and excavations shall not resume until the following has been addressed:
1. The County Coroner has been contacted and determined that no investigation to the cause of death is required; and,
 2. If the County Coroner determines that the remains are of Native American decent, the coroner shall notify Native American Heritage Commission (NAHC), which will then determine the Most Likely Descendant (MLD). The MLD shall complete the inspection of the site within 48 hours of notification and may recommend means of treating or disposing of, with appropriate dignity, the human remains, and any associated grave goods as provided in Public Resource Code Section 5097.98.
- GEO-1** Prior to the start of the proposed Project activities, all field personnel shall receive a worker’s environmental awareness training on paleontological resources. The training shall 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 if a fossil discovery is made and provide contact information for the Project Paleontologist. The training shall 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 shall be retained to prepare and implement a Paleontological Resource Monitoring and Mitigation Plan (PRMMP) for the proposed Project. The PRMMP shall describe the monitoring required during ground disturbing activities. Monitoring shall entail the visual inspection of excavated or graded areas and trench sidewalls. If the Project Paleontologist determines full-time monitoring is no longer warranted based on the geologic conditions at depth, they shall recommend that monitoring be reduced or cease entirely.
- GEO-3** In the event that a paleontological resource is discovered, the monitor shall have the authority to temporarily divert the construction equipment around the find until it is assessed for scientific significance and, if appropriate, collected. If the resource is determined to be of scientific significance, the Project paleontologist shall complete the following:

3 Technical Issue Analysis

1. Salvage of Fossils. If fossils are discovered, all work in the immediate vicinity shall be halted to allow the paleontological monitor, and/or Project paleontologist to evaluate the discovery and determine if the fossil may be considered significant. If the fossils are determined to be potentially significant, the Project paleontologist (or paleontological monitor) shall recover them following standard field procedures for collecting paleontological as outlined in the PRMMP prepared for the Project. Typically, fossils can be safely salvaged quickly by a single paleontologist and not disrupt construction activity. In some cases, larger fossils (such as complete skeletons or large mammal fossils) require more extensive excavation and longer salvage periods. In this case the paleontologist shall have the authority to temporarily direct, divert or halt construction activity to ensure that the fossil(s) can be removed in a safe and timely manner.
2. Fossil Preparation and Curation. The PRMMP shall identify the museum that has agreed to accept fossils that may be discovered during Project-related excavations. Upon completion of fieldwork, all significant fossils collected shall be prepared in a properly equipped laboratory to a point ready for curation. Preparation may include the removal of excess matrix from fossil materials and stabilizing or repairing specimens. During preparation and inventory, the fossils specimens shall be identified to the lowest taxonomic level practical prior to curation at an accredited museum. The fossil specimens shall be delivered to the accredited museum or repository no later than 90 days after all fieldwork is completed. The cost of curation shall be assessed by the repository and shall be the responsibility of the client.

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. The report shall include discussion of the location, duration and methods of monitoring, stratigraphic sections, any recovered fossils, and the scientific significance of those fossils, and where fossils were curated.

NOI-1 The proposed Project shall achieve a minimum of 20 dBA noise reduction in the residential building shell design to meet the City's 45 dBA CNEL interior residential requirement.

TRI-1 A qualified archaeologist monitor shall be present during any ground disturbing activities during the Project construction phase. If the qualified archaeologist determines that the construction activities have little or no potential to impact cultural resources (e.g., excavations are within previously disturbed, non-native soils, or within soil formation not expected to yield cultural resources deposits), then monitoring shall be reduced or eliminated.

3.22.3 Level of Significance after Mitigation

Less than significant.

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