

CEQA FINDINGS
and
STATEMENT OF OVERRIDING CONSIDERATIONS
OF THE CITY OF COACHELLA
for the
COACHELLA AIRPORT BUSINESS PARK DEVELOPMENT

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Final EIR SCH No. 2023040106

The City of Coachella has prepared an Environmental Impact Report (EIR) for the proposed Coachella Airport Business Park Development project (Project) in compliance with the California Environmental Quality Act (CEQA; Public Resources Code § 21000 et seq.) and the CEQA Guidelines (14 California Code of Regulations § 15000 et seq. as amended).

I. INTRODUCTION

The Project would include the development of a currently vacant and undeveloped approximate 47.96 acres in the southeastern portion of the City of Coachella with approximately 42.36 acres of industrial uses and an Imperial Irrigation District (IID) substation located at the northern 5.6 acres of the Project site.

The Project will require the following entitlements: Change of Zone; Tentative Parcel Map, three Conditional Use Permits, Architectural Review, and a Development Agreement. The Change of Zone is from M-H (Heavy Industrial) to MS (Manufacturing Services) and C-G (General Commercial) to allow for the proposed land uses. The M-H zone allows industrial uses, including standard heavy industrial and manufacturing facilities. Since the Project would not include heavy industrial/manufacturing uses, the requested zone change of 40.8± acres to M-S would allow the warehousing, business park and auto-related uses proposed by the Project. The C-G -General Commercial would allow for retail, offices, and restaurant uses on the south 2.2 acres of the Project.

The City distributed a Notice of Preparation (NOP) to prepare a Draft EIR on August 16, 2023 for a 30-day comment period ending on September 18, 2023. The NOP included an evaluation of the environmental topics that would be analyzed within the Draft EIR. The NOP was sent to the State Clearinghouse, all responsible and trustee agencies, and to interested parties. Issues raised by agencies and the public in response to the NOP were considered in the preparation of the Draft EIR. The NOP and comments received are contained in Appendix A of the EIR.

Based on the preliminary review conducted by the City and responses to the NOP, the City found that the project could have potentially significant environmental effects that should be considered in an environmental impact report for all of the following resources: Aesthetics, Agriculture and Forestry Resources, Air Quality, Biological Resources, Cultural Resources, Energy, Geology and Soils, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use and Planning, Mineral Resources, Noise, Population and Housing, Public Services, Recreation, Transportation, Tribal Cultural Resources, Utilities and Service Systems, and Wildfire.

The Draft EIR was prepared and circulated for a 45-day public review period from July 21, 2025, to September 3, 2025. The Final EIR for the project consists of the Draft EIR, revisions to the Draft EIR, a list of persons, organizations, and public agencies commenting on the Draft EIR, comments received on the Draft EIR, and responses to those comments. A copy of the Final EIR was made available for public review and provided to all parties commenting on the Draft EIR at least 10 days prior to certification by the City Council.

The EIR identified potentially significant environmental effects related to Aesthetics (create new source of light or glare); Air Quality (increase of criteria pollutant, expose sensitive receptors to pollutants); Biological Resources (candidate, sensitive or special status species, riparian habitat, federally protected wetlands, movement of wildlife, consistency with habitat conservation plan); Cultural Resources (unknown archaeological resources, human remains); Energy (consumption of energy resources, consistency with plans for renewable energy or energy efficiency); Geology and Soils (earthquake fault zone, ground-shaking, liquefaction, landslide, unstable geologic unit or soil, impacts to a paleontological resource or geological feature); Greenhouse Gas (emissions, consistency with applicable plan, policy or regulation); Hazards and Hazardous Materials (release of hazardous materials); Noise (consistency with established standards); Transportation (consistency with a circulation system, plan or policy, impact to emergency access); Tribal Cultural Resources (historical resource, tribal cultural resources); and Wildfire (impair an emergency response or evacuation plan). The EIR determined that the potentially significant environmental impacts have been reduced to less than significant levels with implementation of the mitigation measures and adoption of the Mitigation Monitoring and Reporting Program designed to ensure compliance with mitigation measures throughout implementation of the Project, with the exception of the significant and unavoidable impact discussed in Section II below (transportation).

The EIR identified no impact or less than significant impacts related to Agriculture and Forestry Resources, Hydrology and Water Quality, Land Use and Planning, Mineral Resources, Population and Housing, Public Services, Recreation, and Utilities.

Public Resources Code § 21081 and CEQA Guidelines § 15091 require that the City of Coachella, as lead agency for this project, prepare written findings for any identified significant effects, accompanied by a brief explanation of the rationale for each finding. The possible findings under CEQA and the CEQA Guidelines are:

- (1) Changes or alterations have been required in, or incorporated into, the project which mitigate, avoid or substantially lessen the significant effects on the environment.
- (2) Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.
- (3) Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or alternatives identified in the EIR.

Pursuant to Public Resources Code § 21081(b) and CEQA Guidelines § 15091(a)(3), the City finds that the Project will have significant and unavoidable impacts to transportation (vehicle miles travelled) even after all feasible mitigation measures recommended in the Final EIR are implemented. The City finds that for each of the significant effects identified in the Final EIR, other than the transportation impacts identified above, changes or alterations (mitigation measures) have been required in, or incorporated into, the project which will avoid or substantially lessen each of the significant environmental effects identified in the Final EIR. The significant effects (impacts) and mitigation measures are stated fully in the Final EIR. The rationale for this finding for each impact is discussed below.

After consideration of an EIR, the lead agency may decide whether or how to approve or carry out the project.

For purposes of CEQA and for the Findings set forth herein, the record of proceedings for the City's Findings and determinations consists of the following documents and testimony, at a minimum:

- The City's General Plan, as amended, and all environmental documents relating thereto;
- The Draft EIR for the project, including all Appendices thereto and all supporting materials referenced therein;
- The Final EIR for the project, including all comments on the Draft EIR, all responses thereto, and all supporting materials referenced therein;
- All testimony and written comments received at any public hearing relating to the project, including the Planning Commission hearing on May 6, 2026, and the City Council hearing on October 14, 2026;
- All reports of the City relating to the project, including reports submitted to the City by expert consultants, and all supporting materials referenced therein;
- These Findings made by the City and the Mitigation Monitoring and Reporting Program (MMRP) adopted by the City for the project;
- All final City Staff reports relating to the Draft EIR, the Final EIR and/or the project;
- All other public reports, documents, studies, memoranda, maps, or other planning documents relating to the project, the Draft EIR or the Final EIR, prepared by the City, consultants to the City, or responsible or trustee agencies, or submitted to the City prior to the close of the City Council hearing on the project;
- All matters of common knowledge to the City, including but not limited to the City's policies, guidelines and regulations.

The official custodian of the documents and other materials that constitute the record of proceedings is:

Development Services
City of Coachella
53990 Enterprise Way
City of Coachella, California 92236
Phone: (760) 398-3502

Hours: 7:00 a.m. to 6:00 p.m. Monday – Thursday (closed Fridays)

Copies of all these documents, which constitute the record of proceedings upon which the City's decision is based, are, and at all relevant times have been, available upon request at the offices of the City, the custodian for such documents. The City made a good faith effort to post the Draft EIR, including all Appendices thereto and all supporting materials referenced therein, to the City's internet website and immediately provided individually requested documents to the public to ensure that all commenters and the public generally were not deprived of a meaningful opportunity to review and comment on the Draft EIR, all technical studies, and all other materials cited and relied upon in the Draft EIR.

PROJECT DESCRIPTION

The Project site is located at the northwest corner of the intersection of State Route 86 (SR 86) and Airport Boulevard in the City of Coachella (City), in the County of Riverside (County), California. The site is comprised of four (4) parcels totaling approximately 47.96 acres in size. The Assessor's Parcel Numbers (APNs) for the site are 763-330-013, 763-330-018, and 763-330-029 (the 5.6-acre Imperial Irrigation District (IID) substation location does not have an APN). The site is a currently vacant parcel surrounded by SR 86 to the east, Airport Boulevard to the south, the Coachella Valley Stormwater Channel (CVSC) and Avenue 54 to the approximate west and north, respectively (see Exhibit 2.3: Project Site and Exhibit 2.4: Site Plan). It is located in an area of the City that is mostly vacant to the north and east, with some light industrial uses located to the west and a residential community across Airport Boulevard to the south.

The Project site is located approximately 10.5 miles to the northwest of the Salton Sea and about 79 miles to the east of the Pacific Ocean. The Joshua Tree National Park and its associated mountain ranges are located approximately eight (8) miles to the northeast, while the Santa Rosa Mountains are approximately eight (8) miles to the west/southwest. Interstate 10 (I-10) traverses the City to the north, while SR 86 and SR 111 cut through the central/west portion of the City.

Although the site had been previously utilized for agricultural production from approximately 1953 to 1984, it is currently undeveloped and vacant. The site is relatively flat, with a gentle slope northeast to southwest. Approximately five (5) acres at the northern portion of the Project site is in a native condition; the remainder of the site has been previously farmed, and although some native revegetation has occurred, it consists primarily of low shrubs, tall bushes, and sparse trees scattered throughout the interior of the site.

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

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

The Project will require the following entitlements:

- Change of Zone from M-H (Heavy Industrial) to MS (Manufacturing Services) and C-G (General Commercial). The M-H zone allows industrial uses, including standard heavy industrial and manufacturing facilities. Since the Project would not include heavy industrial/manufacturing uses, the requested zone changes to C-G -General Commercial for 2.2± acres would allow for retail, offices, restaurant and public utility facilities, and to MS for 40.8± acres would allow for garages, storage yards and small warehouses, and uses to be developed under the Project.
- Tentative Parcel Map (TPM) in order to show the site's existing conditions and for the siting of large warehouses, small warehouse, small business development office, self-storage facilities, and personal automobile storage facilities.
- Conditional Use Permit (CUP) to allow a Service Station/Mini Mart under the proposed C-G zoning change.
- CUP under the proposed C-G zone change to allow for the drive through and sit-down restaurant.
- CUP to allow cannabis use, subject to obtaining the required regulatory permits from the City and State.
- Architectural Review of the building design, landscaping, billboard and ancillary facilities throughout the Project site.
- Development Agreement with the purpose of strengthening the public planning process, encouraging private participation in comprehensive planning, and reducing the economic costs of development while providing assurances to the project applicant regarding approval of the project.

PROJECT COMPONENTS

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

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

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

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

Proposed Project Components

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

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

The Project site has an existing 30-inch CVWD waterline adjacent to the site, that is a “dry line”, that is, it is not connected to any existing water lines. The Coachella Water Authority (CWA) plans to extend their water facilities with a 20” water line from Avenue 54 southerly along Grapefruit Boulevard, then easterly under the existing railroad tracks and the CVSC to the Project site. Until the CWA project is completed, water service will be provided by CVWD on an interim basis.

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

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

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

PROJECT CONSTRUCTION

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

Project Phasing

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

RESPONSIBLE AGENCIES

The following are the responsible agencies which may rely on the Final EIR for their discretionary approvals required to implement the project:

- County of Riverside
- County of Riverside Department of Environmental Health
- County of Riverside Airport Land Use Commission
- Coachella Valley Water District
- Imperial Irrigation District
- Regional Water Quality Control Board
- State of California Department of Transportation
- State of California Public Utilities Commission
- State of California Water Resources Control Board
- South Coast Air Quality Management District

PROJECT OBJECTIVES

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

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

II. FINDINGS REGARDING SIGNIFICANT AND UNAVOIDABLE IMPACTS

This section identifies the significant unavoidable impacts that require a Statement of Overriding Considerations to be issued by the City upon approval of the project. Based on the analysis contained in the Final EIR, impacts to transportation (specifically VMT/consistency with PRC §15064.3(b)) have been determined to be significant and unavoidable after all feasible mitigation measures have been considered and adopted. These unavoidable impacts are overridden by the project benefits.

Pursuant to Public Resources Code § 21081 and CEQA Guidelines § 15091(a)(3), the City Council finds that, for each of the following significant effects, changes or alterations have been required in, or incorporated into, the project which mitigate or avoid these significant effects on the environment to the maximum extent feasible. Nevertheless, the City further finds that for each of the significant effects, specific economic, legal, social, technological, or other considerations as more fully described in Section VIII below, which is hereby incorporated by this reference, make infeasible further mitigation measures or alternatives identified in the Final EIR. These findings are explained below and are supported by substantial evidence in the record of proceedings.

TRANSPORTATION

Consistency with §15064.3(b)

CEQA Guidelines § 15064.3(b) provides criteria for analyzing traffic related impacts from a proposed project. The criteria further divide projects under Land Use and Transportation projects and provide guidelines for the level and methodology of traffic analysis related to a project.

The Project is within the jurisdiction of the City of Coachella, which has not formally adopted its own guidance on evaluating vehicle miles travelled (VMT) for transportation impacts under CEQA. In the absence of formally adopted guidance from the lead agency, and at the direction of the City, the County Guidelines were used as the basis to evaluate VMT for the Project. The County Guidelines include several project screening criteria. The Project includes multiple non-residential land uses which is considered a mixed-use project. The County Guidelines recommend evaluation of each land use separately for a mixed-use project. Therefore, each of the Project uses was assessed with screening criteria for Small Projects established in the County Guidelines. The County Guidelines have identified project size thresholds (in thousand square feet [TSF]) for multiple land uses that can be screened out of a detailed VMT analysis. Each of the Project land uses was compared with the criteria established for Small Projects as described below:

- 233.1 TSF large warehouse: Warehouse buildings with less than or equal to 208 TSF can be screened out of VMT analysis. The large warehouse use does not meet this criterion and therefore cannot be screened out of a VMT analysis.
- 96 TSF small warehouse: Warehouse buildings with less than or equal to 208 TSF can be screened out of VMT analysis. The small warehouse building is less than 208 TSF and therefore can be screened out of a VMT analysis.
- 128.6 TSF self-storage: The screening criteria from the County Guidelines do not include a self storage land use. However, this use can be considered as general light industrial in nature. The County Guidelines provide a threshold of 179 TSF for screening out light industrial buildings/projects. Therefore, based on the screening threshold of 179 TSF, this land use can be screened out of a detailed VMT analysis.
- 76.8 TSF personal vehicle storage: The County Guidelines do not include screening criteria for personal vehicle storage. However, this use can also be considered as a small warehouse based on information received from Project applicant. Therefore, based on the screening threshold of 208 TSF for warehouse buildings, this land use can be screened out of a detailed VMT analysis.
- 81 TSF small business/office: The County Guidelines provide a screening threshold of 165 TSF for general office buildings/uses. The Project's office

use is less than 165 TSF and therefore can be screened out of a detailed VMT analysis.

- 8.65 TSF retail: Based on the screening criteria in the County Guidelines, retail buildings with an area less than 60 TSF can be screened out of detailed VMT analysis. The Project's retail land use can be screened out of detailed VMT analysis under this criterion.

All of the Project land uses except for the large warehouse can be screened out of a VMT analysis, based on the Small Projects screening criteria established in the County Guidelines. However, to ensure an adequate analysis regarding the Project's total VMT, a full VMT analysis was conducted using RIVCOM3.51, and all of the Project's land uses were included in the modeling. See Draft EIR pages 4.17-30 through 4.17-33, Final EIR Responses to Comments Nos. 15-5, 16-3, 16-15, 16-16, 16-17, and 16-18, and the supporting technical memo attached to the Final EIR as Appendix I2, at pages 60-63. Although the Project would be required to adhere to all applicable policies in the City's General Plan, as well as mitigation measure TRA-3, this would only provide a 3.55 percent reduction to project/site employee commute VMT (i.e. homebase work attraction VMT). This would result in a VMT of approximately 36.5 for the Project in Year 2027. Since this would remain higher than projected regional VMT of 31.1, even with implementation of all feasible mitigation in this rural location, the Project would result in a significant and unavoidable transportation impact related to VMT.

Mitigation Measures:

To mitigate potential project specific and cumulative impacts relating to inconsistency with CEQA Guideline § 15064.3, the following mitigation measure is hereby adopted and will be implemented consistent with the MMRP:

- TRA-3** The Project applicant shall require all operators on the site to implement, to the maximum extent feasible (taking into consideration factors such as infrastructure availability, cost effectiveness, and incentive programs), Measure T-11, requiring the implementation of van pools under CAPCOA's Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity.

Finding:

Pursuant to Public Resources Code § 21081(a) and CEQA Guidelines § 15091(a)(1), the City Council finds that, for the significant transportation impacts related to consistency with §15064.3(b) described above and further discussed in the Final EIR, changes or alterations have been required in, or incorporated into, the project which substantially lessen such significant environmental effects as identified in the Final EIR to the maximum extent feasible. The City Council further finds that specific economic, legal, social, technological, or other considerations, including provision of diverse employment opportunities, make infeasible any other mitigation measures or alternatives identified in the Final EIR. The mitigation measure listed above has been adopted and will reduce transportation-related impacts to the maximum extent feasible, but not to

a level that is less than significant. These impacts are overridden by project benefits as set forth in the statement of overriding considerations contained in Section VIII below.

Facts in Support of Finding:

The CEQA Guidelines recommend use of homebased work VMT per employee as a metric to evaluate non-residential and non-retail land uses. The home-based work VMT is computed by using attraction VMT for the Home-Based Work trip purpose. Per the Guidelines, the Project will constitute a significant impact if the Project VMT per employee is higher than the Riverside Countywide home-based work VMT per employee. Pursuant to the scoping agreement attached as Appendix A to the TIA (Appendix I to the Final EIR), VMT baseline (2018) and horizon year (2045) model runs were used to estimate Project's VMT impacts.

The VMT analysis was conducted using RIVCOM3.51. RIVCOM3.51 socioeconomic databases for the scenarios were updated with the Project land uses to calculate Project VMT. Since Phase I of the Project is anticipated to be constructed by 2027, interpolated estimates were utilized to determine the Project VMT and regional average VMT values for Year 2027, based on the projected VMT numbers set forth below for years 2018 and 2045. The interpolated values resulted in a Project VMT of 38.2 and a regional average VMT of 31.1 in Year 2027 without mitigation, which results in the Project VMT that is 122.8 percent of the regional average and is thus considered a significant impact.

At buildout in 2045, the Project VMT would be 30.2 while the regional average would be 29.0. Since the Project VMT would exceed the regional average, it is considered a significant impact. Table 4.17-20 in the Final EIR and included below, shows the project VMT metrics and regional VMT thresholds for both baseline (2018) and horizon year (2045) "with-project" model runs.

Project Vehicle Miles Traveled (VMT) Analysis

Metric	Coachella Airport Business Park Project^(a)	Riverside County^(b)
2018		
Total Population	-	2,358,439
Total Employment	285	759,857
Homebase Work Attraction (HBWA) VMT	12,024	24,376,718
HBWA VMT per employee	42.2	32.1
2045		
Total Population	-	3,424,454
Total Employment	285	1,116,025
HBWA VMT	8,614	32,318,620
HBWA VMT per employee	30.2	29.0
<i>(a) Estimated using RIVCOM3.51 "with project" model runs</i>		
<i>(b) Estimated using GTS No Project RIVCOM3.51 model r</i>		

The 2021 California Air Pollution Control Officers Association (CAPCOA) *Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity* (Handbook) provides project type, scale, and locational context factors to determine if a transportation VMT-reducing measure is applicable to a particular project. Although the CAPCOA recommendations are for GHG reduction, the mitigation measures are also applicable in reducing VMT under acceptable transportation demand (TDM) strategies. The following quantifiable measures are potentially applicable to employee commute VMT at a project scale:

- T-5 Implement Commute Trip Reduction Program (Voluntary)
- T-6 Implement Commute Trip Reduction (Mandatory Implementation and Monitoring)
- T-7 Implement Commute Trip Reduction Marketing
- T-8 Provide Ridesharing Program
- T-9 Implement Subsidized or Discounted Transit Program
- T-10 Provide End-of-Trip Bicycle Facilities
- T-11 Provide Employer-Sponsored Vanpool
- T-12 Price Workplace Parking
- T-13 Implement Employee Parking Cash-Out

Based on CAPCOA's Handbook, Measure T-11, which requires a Project to provide employer sponsored vanpool services on site, is the only applicable mitigation for the site which is classified as applicable within a rural location. CAPCOA's Measure T-11 may be addressed by a project through its participation in Employer Services from the IE Commuter Program (Program) as adopted by the Riverside County Transportation Commission. This Program includes items such as commuter rideshare program and support, preferred parking spaces for vanpools and carpools, vanpool and transit subsidies, secure bike parking, ride matching, and bus/rail routing assistance. Additionally, the Program provides surveys, guides, and access where commuters can log into their own rideshare accounts. The Project's adherence to CAPCOA Measure T-11 would also satisfy policies in the Public Services + Infrastructure Element of the City of Coachella 2035 General Plan Update. Specifically, Policy 11.5 and Policy 11.7 require projects to incorporate TDM measures during project operation and through the creation and participation in transportation management associations.

Although the Project would be required to adhere to all applicable policies in the City's General Plan, as well as Measure T-11 under the CAPCOA Handbook, this would only provide a 3.55 percent reduction to project/site employee commute VMT (i.e. homebase work attraction VMT). This would result in a VMT of approximately 36.5 for the Project in Year 2027. Since this would remain higher than projected regional VMT of 31.1, even with implementation of all feasible

mitigation in this rural location, the Project would result in a significant and unavoidable transportation impact related to VMT.

The City Council considered the comments received by Riverside County Transportation and Land Management Agency (Comment Letter 3) and Caltrans (Comment Letter 15) and finds that the responses to those comments set forth the Final EIR are thorough and adequately address the issues raised, including making certain minor technical revisions and additions to the Draft EIR, and those responses are hereby incorporated by this reference. The City Council also considered the transportation-related comments made by the Adams Broadwell firm on behalf of Californians Allied for a Responsible Environment (CARE), including but not limited to Comment Nos. 16-15 through 16-19 that assert various inadequacies in the VMT analysis conducted for the Project and described in the Draft EIR and supporting technical study, as well as the letter submitted on or about April 1, 2026. The City Council finds those comments unpersuasive and based on inaccurate facts and assumptions concerning the Project, and instead, the City Council adopts and incorporates by reference the responses to those comments set forth in the Final EIR, as well as the supporting technical analysis provided by the subject matter expert Integrated Engineering Group in FEIR Attachment I2, dated October 14, 2025, and the supplemental responses included as Attachment 12 to the City Council Agenda packet.

III. FINDINGS REGARDING POTENTIALLY SIGNIFICANT IMPACTS WHICH ARE AVOIDED OR MITIGATED TO A LESS THAN SIGNIFICANT LEVEL

Pursuant to Public Resources Code § 21081(a) and CEQA Guidelines § 15091(a)(1), the City Council finds that for each of the following significant effects identified in the Final EIR, changes or alterations have been required in, or incorporated into, the Project which mitigate or avoid the identified significant effects on the environment, and further finds that all such effects will be mitigated to less than significant levels. The significant effects and mitigation measures are stated fully in the Final EIR and each of the mitigation measures have been imposed on the project and are enforceable pursuant to the Development Agreement, MMRP and project conditions of approval. These findings are explained below and are supported by substantial evidence in the record of proceedings.

AESTHETICS

Create a New Source of Light or Glare

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

Mitigation Measures:

To mitigate potential project specific and cumulative aesthetic impacts associated with light and glare, the following mitigation measures are hereby adopted and will be implemented consistent with the MMRP:

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

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

Finding:

Pursuant to Public Resources Code § 21081(a) and CEQA Guidelines § 15091(a)(1), the City Council finds that, for each of the significant effects relating to creation of light and glare described above and further discussed in the Final EIR, changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen such significant environmental effects as identified in the Final EIR, and further finds that all such effects will be mitigated to less than significant levels through implementation of mitigation measures AES-1 and AES-2 as recommended in the Final EIR, which have been adopted by the City and are enforceable through the Development Agreement, MMRP and project conditions of approval.

Facts in Support of Finding:

Construction Impacts

The Project would be implemented in three (3) phases of construction. Graded surfaces, disturbance and stockpiling of soils, construction materials, equipment, and truck traffic will be visible from SR 86, occupied lands west of the CVSC, and Airport Boulevard during the construction period. Although daytime construction-related activities are temporary in nature, the constant movement of construction vehicles and equipment may result in short-term light and glare impacts to the existing residential uses to the south and the scattered industrial uses to the west of the site. The Project would adhere to the City's construction hour limitations and no nighttime construction would occur. However, there would be nighttime security lighting onsite, which would introduce a new source of nighttime lighting in the Project vicinity on currently vacant land and may result in a significant impact to surrounding receptors. Therefore, to minimize any

potential light/glare impacts to sensitive uses, mitigation is required. Specifically, as provided for in Mitigation Measures AES-1 and AES-2, construction equipment staging and stockpile areas would be situated on the central and western portions of the Project site, away from Airport Boulevard and the neighboring existing residential uses, and all construction-related lighting would be down-directed toward the work areas and oriented away from adjacent uses and would consist of the minimal wattage necessary to provide safety at the construction site.

Operational Impacts

Under long-term Project operations, the Project would introduce new sources of daytime glare and nighttime lighting and there is the potential for light originating from the Project site spilling over onto adjacent properties or roadways, including existing residential uses to the south and the industrial and commercial uses to the west of the Project site, which could result in daytime glare and nighttime lighting impacts:

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

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

Project implementation may result in daytime glare and nighttime lighting impacts; however, in accordance with City regulations and standards including the Coachella Municipal Code Chapters 16.28.150(L), Improvements and Grading, and Chapter 17.56.010(J)(2)(e), Glare from Signs, and lighting requirements in Chapter 17.60, Development Standards, all light sources in the site's parking areas, walkways and on the exterior of proposed buildings would be shielded downwards and use of building materials on the site would be required to minimize glare. These City requirements and Project design features will maintain appropriate and safe lighting levels onsite while minimizing light and glare on adjacent properties.

The Project would construct a freeway-oriented electronic billboard on-site, located along the site's eastern boundary along SR 86, which would be visible to City residents and guests, and those traveling on SR 86. Illumination from the proposed electronic billboard would result in a new source of artificial light within the Project area; however, there are already multiple existing similar electronic billboards along SR 86 and I-10 within the Project vicinity and throughout the Coachella Valley, and development of the proposed billboard would be consistent in type and scale with other similar existing signage. The sign would be required to comply with Caltrans design requirements regarding wattage and reflective nature of the sign structure. Specifically, Caltrans

regulates the placement of outdoor advertising displays (including billboards) which are visible from California Highways. Permits from Caltrans are required, and these billboards must conform to the California Business and Professions Code (Outdoor Advertising Act) § 5200 et seq. and § 21466.5 of the Vehicle Code. These codes contain regulations for all billboards and specific regulations pertaining to “changeable electronic messages” (digital signs) including location, proximity to other billboards (digital and traditional), frequency of message changes, illumination and prohibition of animation.

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

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

The proposed sign is also subject to the following special provisions (Chapter 17.56, Signs, § 17.56.010(F)(3)):

3. Special Provisions.

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

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

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

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

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

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

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

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

v. All freestanding signs shall have underground utility service.

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

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

AIR QUALITY

Cumulatively Considerable Net Increase of any Criteria Pollutant

The Project is located within the Salton Sea Air Basin (SSAB), under jurisdiction of the South Coast Air Quality Management District (SCAQMD). Criteria pollutants typically consist of Ozone (O₃), nitrogen oxide (NO_x), carbon monoxide (CO), sulfur oxide (SO_x), lead (Pb), and particulate matter (PM). O₃ precursors consist of NO_x and volatile organic compounds (VOC). The United States Environmental Protection Agency (USEPA) regulates these by developing human health-based and/or environmentally-based criteria for setting permissible levels. Toxic Air Contaminants (TACs) are another group of air pollutants of concern. If the Project were to generate operational or construction emissions that exceed the SCAQMD's recommended daily thresholds for these pollutants of concern, it would have significant project-specific and cumulative environmental effects.

Mitigation Measures

To mitigate potential project specific and cumulative impacts resulting in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard, the following mitigation measure is hereby adopted and will be implemented consistent with the MMRP:

- GHG-1 The Project shall include, but not be limited to, the following improvements, which shall be incorporated into the Project site plans to ensure consistency with adopted statewide plans and programs that are in effect at the time the Building Permits are issued. The Project applicant shall demonstrate compliance with the following measures, prior to issuance of Building Permits:
- o To the maximum extent feasible, all off-road equipment (non-street legal), such as forklifts and street sweepers, used onsite for warehouse operations shall be powered by alternative fuels, electrical batteries or other alternative/non-diesel fuels (e.g., propane or compressed natural gas (CNG)) that do not emit diesel particulate matter, and that are low or zero emissions.
 - o The Project applicant shall require that a minimum of 50 percent of the total Project electrical consumption from operation of the Project on an aggregate, site-wide basis is provided by onsite solar photovoltaic (PV) panels or other onsite renewables sources (i.e., wind turbines, geothermal).
 - o The Project Applicant shall require any business that operates in the proposed project and has 20 or more full-time employees shall implement at least one of the following programs:
 - Pre-tax election program to allow employees to exclude wages for commuting costs for transit or vanpools;
 - An employer supplied transit pass;
 - Employer provided transit; or
 - Other, similar demand management programs.
 - o The Project applicant shall require that temporary power poles are installed in the vicinity of each structure to be installed. The temporary power poles shall be installed after completion of grading and prior to the issuance of each building permit. After electrification of the temporary power poles, the Project applicant shall restrict building contractors from using gas-powered generators, compressors and saws and this restriction shall be incorporated into all contracts with building contractors that will work on the proposed Project.

Finding:

Pursuant to Public Resources Code § 21081(a) and CEQA Guidelines § 15091(a)(1), the City Council finds that, for each of the significant effects relating to cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard described above and further discussed in the Final EIR, changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen such significant environmental effects as identified in the Final EIR, and further finds that all such effects will be mitigated to less than significant levels with adherence to all General Plan policies and implementation of Mitigation Measure GHG-1, as recommended

in the Final EIR, which has been adopted by the City and is enforceable through the Development Agreement, MMRP and project conditions of approval.

Facts in Support of Finding:

Project-specific and cumulative significance thresholds for air emissions are the same. Projects that do not exceed the project-specific thresholds are generally not considered to be cumulatively significant; on the other hand, projects that exceed the project-specific significance thresholds are considered by the SCAQMD to be cumulatively considerable. Therefore, individual projects that do not generate operational or construction emissions that exceed the SCAQMD's recommended daily thresholds for project-specific impacts would also not cause a cumulatively considerable increase in emissions for those pollutants for which the SSAB is in nonattainment, and would not be considered to have a significant, adverse cumulative air quality impact. Alternatively, individual project-related construction and operational emissions that exceed SCAQMD thresholds for project-specific impacts would be considered cumulatively considerable.

Construction Emissions

The construction activities for the Project are anticipated to include site preparation and grading of the 47.96-acre site, building construction of the business park, paving of the onsite roads and parking areas and application of architectural coatings. Although the Project is anticipated to be constructed in three phases, in order to provide a conservative or worst-case analysis, the EIR analysis analyzed the entire project being constructed in one phase. The construction emissions are analyzed for both regional and local air quality impacts.

Construction-Related Regional Impacts

The worst-case summer or winter daily construction-related criteria pollutant emissions include the combined regional criteria pollutant emissions from building construction, paving and architectural coating phases of construction. As presented in Final EIR Table 4.3-5, none of the analyzed criteria pollutants from the Project would exceed the regional emissions thresholds during either demolition, grading, or the combined building construction, paving and architectural coatings phases. Therefore, a less than significant regional air quality impact would occur from construction of the Project.

Operational Emissions

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

Operations-Related Regional Criteria Pollutant Analysis

The operations-related regional criteria air quality impacts created by the Project were analyzed through use of the CalEEMod model. The worst-case summer or winter VOC, NO_x, CO, SO₂, PM₁₀, and PM_{2.5} daily emissions created from the Project's long-term operations are summarized in Final EIR Table 4.3-6, and indicate that none of the analyzed criteria pollutants would exceed the regional emissions thresholds.

According to the SCAQMD, it may be infeasible to quantify health risks caused by projects similar to the proposed Project, due to many factors. In order to do so, there must be data regarding the sources and types of toxic air contaminants, location of emission points, velocity of emissions, the meteorology and topography of the area, and the location of receptors (worker and residence). It may not be feasible to perform a health risk assessment for airborne toxics that will be emitted by a generic industrial building without knowing the future tenant(s). For projects on a regional scale (unlike the proposed Project), the SCAQMD states that it has been able to correlate potential health outcomes for very large emissions sources as part of their rulemaking activity, specifically 6,620 pounds per day of NO_x and 89,180 pounds per day of VOC were expected to result in approximately 20 premature deaths per year and 89,947 school absences due to O₃. As calculated in the Final EIR, Project-related construction activities would generate a maximum of 72.06 pounds per day of VOC and 53.85 pounds per day of NO_x and operation of the Project would generate 40.62 pounds per day of VOC and 34.85 pounds per day NO_x. Since both are O₃ precursors, these emissions together fall below the O₃ threshold quantities developed by SCAQMD.

Therefore, the Project would not generate daily emissions that would be high enough to use a regional modeling program in order to correlate health effects on a basin-wide level. The Project would be required to adhere to Goal 11 of the Sustainability + Natural Environment Element of the City's General Plan, which requires the maintenance of healthy indoor and outdoor air quality emissions be maintained through reduced pollutant emissions. The Project would also be required to adhere to Policy 11.1 which requires construction and operation at the site to minimize the creation of new sources of air pollutants; Policy 11.4 which encourages the use of the City's public transit system as an alternative to the use of single occupant motor vehicles, thereby lessening air quality emissions; and Policy 11.8 which would require construction activities, including on-site construction and the transport of materials, to limit emissions and dust. The Project's adherence to Policies 11.9, 11.12 and 11.17 would also ensure that it meets the California Green Building Code for indoor air quality performance, limits truck deliveries to on-site businesses to off-peak traffic periods, thereby reducing emissions, and ensures that air quality impacts associated with the proposed Project are mitigated to less than significant levels.

Expose Sensitive Receptors to Pollutant Concentrations

The nearest sensitive receptors that may be impacted by the Project are mobile homes located across Airport Boulevard as near as 50 feet to the south of the Project site. There are also single- and multifamily homes located on both sides of Orange Street approximately 700 feet to the southwest. The local concentrations of criteria pollutant emissions produced in the nearby vicinity of the Project, from vehicular CO emissions and from TAC emissions that include diesel particulate matter (DPM) emissions from off-road equipment and from diesel trucks, were calculated for both construction and operations.

Mitigation Measures:

To mitigate potential project specific and cumulative impacts from exposing sensitive receptors to substantial pollutant concentrations, the following mitigation measure is hereby adopted and will be implemented consistent with the MMRP:

GHG-1

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

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

Finding:

Pursuant to Public Resources Code § 21081(a) and CEQA Guidelines § 15091(a)(1), the City Council finds that, for each of the significant effects from exposing sensitive receptors to substantial pollutant concentrations described above and further discussed in the Final EIR, changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen such significant environmental effects as identified in the Final EIR, and further finds that all such effects will be mitigated to less than significant levels with adherence to all General Plan policies and implementation of Mitigation Measure GHG-1, as recommended in

the Final EIR, which has been adopted by the City and is enforceable through the Development Agreement, MMRP and project conditions of approval.

Facts in Support of Finding:

Construction-Related Local Impacts

Construction-related air emissions at the site may have the potential to exceed the State and Federal air quality standards in the Project vicinity, even though these pollutant emissions may not be significant enough to create a regional impact to the SSAB. The local air quality emissions from Project construction were analyzed by using the methodology described in the LST Methodology prepared by SCAQMD, revised October 2009. The LST Methodology found the primary criteria pollutant emissions of concern to be NO_x, CO, PM₁₀, and PM_{2.5}. Each phase of Project construction was therefore screened using the SCAQMD's Mass Rate LST Look-up Tables. The nearest sensitive receptors included in the LST analysis, that may be impacted by the Project, are mobile homes located across Airport Boulevard as near as 50 feet to the south of the Project site.

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

Operational Local Air Quality Impacts

The air quality analysis evaluates the Project's localized impact to air quality for emissions of CO, NO_x, PM₁₀, and PM_{2.5} by comparing the Project's onsite emissions to the SCAQMD's applicable Localized Significance Thresholds (LSTs) for sensitive receptors located 50 feet to the south. The Project would not result in emissions that exceeded the SCAQMD's LSTs, nor would it exceed the most stringent applicable federal or state ambient air quality standards for emissions of CO, NO_x, PM₁₀, and PM_{2.5} (Final EIR Table 4.3-8). Therefore, a less than significant localized air quality impact would occur from operation of the Project.

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

Local CO Hotspot Impacts from Project-Generated Vehicular Trips

CO is typically the pollutant of major concern along roadways because the most notable source of CO is motor vehicles. For this reason, CO concentrations are usually indicative of the local air quality generated by a roadway network and are used as an indicator of potential local air quality impacts. Local air quality impacts can be assessed by comparing future without and with project

CO levels to the State and Federal CO standards of 20 ppm over one hour or 9 ppm over eight hours. Since 2007 and with the use of cleaner fuels and implementation of control technology on industrial facilities, CO concentrations in the SSAB and in the state have steadily declined and the SSAB has been designated in attainment for CO under both the California Ambient Air Quality Standard (CAAQS) and National Ambient Air Quality Standard (NAAQS). Since the nearby intersections to the Project site are much smaller with less traffic than what was analyzed by the SCAQMD, no local CO Hotspots are anticipated to be created from the Project.

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

Local Criteria Pollutant Impacts from Onsite Operations

Project-related air emissions from onsite sources such as architectural coating off-gassing, landscaping equipment, and onsite usage of natural gas may have the potential to create localized emissions that exceed the State and Federal air quality standards in the project vicinity, even though these pollutant emissions may not be significant enough to create a regional impact to the SSAB. As indicated in Final EIR Table 4.3-8, on-going operations at the Project site would not exceed the local NO_x, CO, PM₁₀ and PM_{2.5} thresholds of significance. Therefore, the Project would create a less than significant operations-related impact on local air quality due to onsite emissions and would not result in a cumulatively considerable net increase of any criteria pollutant.

Toxic Air Contaminants

There is the potential for TAC emissions to be created from operation of the gas station and light industrial uses, which would generate diesel truck emissions, including diesel particulate matter (DPM) from truck traffic and delivery trucks, which are known sources of TACs. TACs are carcinogens and short-term acute and long-term chronic exposure to TACs can cause health effects to the respiratory system. The potential impacts associated with TAC emissions were fully analyzed in the Health Risk Assessment (HRA) included as Appendix B in the EIR.

The Project includes a 10 fueling position gas station on the southeastern portion of the site that is anticipated to have a maximum throughput of 2.0 million gallons of gasoline per year. Utilizing SCAQMD's RiskTool (V1.103) that calculates the cancer risk from gasoline stations, it was estimated that the distance from the nearest residential property line to the center of the proposed gas station canopy, measures 265 feet (81 meters). The RiskTool therefore estimated that the Project would create a cancer risk of 1.5 per million persons at the mobile homes to the south. However, since this level of cancer risk at 1.5 per million persons would be well below the SCAQMD's threshold of 10 per million, the TAC emissions and associated cancer risks from the proposed gas station would result in a less than significant impact on the nearby residents.

It is anticipated that Project development activities would generate DPM emissions during construction, from off-road diesel-powered equipment and from diesel-powered trucks delivering equipment and building materials. The Project would comply with the City's CAP through the implementation of Mitigation Measure GHG-1. This measure requires that, to the maximum extent feasible, all off-road equipment (non-street legal), such as forklifts and street sweepers, used onsite for warehouse operations shall be powered by alternative fuels, electrical batteries or other alternative/non-diesel fuels (e.g., propane or compressed natural gas (CNG)) that do not emit diesel particulate matter, and that are low or zero emission.

Since all off-road equipment utilized during operation of the proposed warehouses would be required to be non-diesel powered per Mitigation Measure GHG-1, no DPM emissions would be created from operational offroad equipment.

Non-Cancer Risks

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

Chronic Health Impacts: Chronic health effects are characterized by prolonged or repeated exposure to a TAC over many days, months, or years. Symptoms from chronic health impacts may not be immediately apparent and are often irreversible. Impacts to sensitive receptors are calculated from the annual average concentrations of PM_{2.5} at a project site. The Project is anticipated to produce less than the threshold for Project related DPM emissions. This would result in less than significant non-cancer chronic health risk from TAC emissions.

Acute Health Impacts: Acute health effects are characterized by sudden and severe exposure and rapid absorption of a TAC, due to high levels of exposure at a site. However, acute health effects are often treatable and reversible. The model calculations for the Project found that the highest 24-hour concentration at the point of maximum impact (PMI) is 0.0203 µg/m³ for DPM equivalent acute non-cancer risk emissions. This is substantially less than the established criterion for an Acute Health Index of 1.0; on-going operations of the Project would result in a less than significant non-cancer acute health risk from TAC emissions created by the Project.

Overall, the Project would be required to conform to the Sustainability + Natural Environment Element of the City's General Plan, specifically Policies 11.1 and 11.3, which would require the Project to minimize the creation of new sources of air pollution, to site any land uses that may result in adverse air quality impacts to sensitive receptors. Although there are no identified

sensitive receptors such as schools, childcare centers or specific senior housing located within 500 feet of the Project, there are residential structures located to the south of the site that may involve health-sensitive seniors. Implementation of Mitigation Measure GHG-1 would reduce potentially significant air quality impacts to a less than significant level. Operations of the Project would result in a less than significant exposure of sensitive receptors to substantial pollutant concentrations.

The City Council considered the comments received on the Draft EIR regarding potential Air Quality impacts, including the comment letter received from the South Coast Air Quality Management District dated September 3, 2025, and the letters received by the Adams Broadwell firm on behalf of CARE dated September 11, 2025 and April 1, 2026. The City Council finds that the responses to those comments set forth in the Final EIR and the supporting supplemental technical analysis provided by subject matter expert Vista Environmental and included with the Final EIR as Attachment B2, as well as the supplemental responses included in Attachment 12 to the City Council Staff Report packet, adequately address all comments received concerning the Project's potential air quality impacts, and hereby incorporates those responses and supporting expert opinion evidence. In particular, the City Council rejects the statements that the Air Quality analysis utilized the incorrect assumed average truck trip length and failed to adequately consider the need for back-up generators, because those comments are based on the incorrect assumption that the Project proposes large warehouse uses accommodating cargo containers and significant amounts of cold storage. As explained in the Final EIR responses to comments incorporated herein, these uses are not proposed for the Project. Likewise, the City Council specifically rejects the comments and any supporting information submitted by the Adams Broadwell firm asserting that the air quality analysis failed to adequately address potential health risks, including to the residents who live on the other side of Airport Boulevard to the south of the Project. Rather, the City Council finds that these impacts are properly evaluated and mitigated to a level of less than significant, and incorporates the Final EIR responses to these comments and the supporting technical analysis provided in Final EIR Attachment B2. Finally, the City Council rejects the assertion that Project construction activities would create a risk of significant health impacts, and instead adopts and incorporates by reference Final EIR Response to Comment No. 16-14 and Attachment B2, which explain that the Coachella Valley has an extremely low incidence rate for Valley Fever and the risk is adequately avoided through compliance with SCAQMD Rules 403 and 403.1, providing the most stringent fugitive dust control measures in the State of California.

BIOLOGICAL RESOURCES

Candidate, sensitive or special status species

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

The Study Area is within the planning area of the Coachella Valley Multiple Species Habitat Conservation Plan (CVMSHCP), a comprehensive, joint Habitat Conservation Plan (HCP) and Natural Community Conservation Plan (NCCP) that focuses on the long-term conservation of ecological diversity, including the conservation of species and their associated habitats in Coachella Valley.

Special-status species are those plants and animals listed, proposed for listing, or candidates for listing as Threatened or Endangered by the U.S. Fish and Wildlife Service (USFWS); those considered Species of Concern by the USFWS; those listed or candidates for listing as Rare, Threatened, or Endangered by the California Department of Fish and Wildlife (CDFW); animals designated as Fully Protected by the California Fish and Game Code (CFGF); animals listed as Species of Special Concern (SSC) by CDFW; CDFW Special Plants; and, species identified as sensitive or “covered” by the MSHCP (CVMSCHP 2006).

The Migratory Bird Treaty Act (MBTA) is intended to ensure the sustainability of populations of all protected migratory bird species and prohibits the take (including killing, capturing, selling, trading, and transport) of protected migratory bird species without USFWS’s prior authorization.

Mitigation Measures:

To mitigate potential project specific and cumulative impacts to species identified as a candidate, sensitive, or special-status species in local or regional plans, policies or regulations, or by CDFW or USFWS, the following mitigation measures are hereby adopted as revised in the Final EIR and will be implemented consistent with the MMRP:

- BIO-1 Nesting Bird Avoidance/Pre-construction Surveys. Prior to issuance of the Project’s grading permit, the following measures shall be implemented: To avoid disturbance of nesting and special-status bird species protected by the MBTA and CFGF, activities related to the Project, including but not limited to, vegetation removal, ground disturbance, and construction shall not occur during the bird breeding season (January 15 through August 31) unless a pre-construction nesting bird survey is conducted within three days prior to vegetation removal or ground disturbance. A qualified biologist, who is familiar with the identification of avian species in the Coachella Valley, will conduct the preconstruction nesting bird survey within three days prior to vegetation removal or ground disturbance to evaluate the presence/absence, location, and status of any active nests on or adjacent to the Project Area. The extent of the survey area surrounding the Project Area shall be determined by the qualified biologist to ensure that direct and indirect effects to nesting birds are avoided. Pre-construction surveys shall focus on both direct and indirect evidence of nesting, including nest locations and nesting behavior. The qualified biologist will make every effort to avoid potential nest predation as a result of survey efforts. If an active nest(s) is discovered, a suitable buffer shall be established around the active nests, as determined by the biologist, and construction activity will not occur within the buffer until the biologist has determined that the nest is no longer active. Buffer size shall consider the species involved and relevant level of tolerance to adjacent activity, the location of the nest relative to proposed activities, and site conditions that naturally buffer the location, such as vegetation screening, topography, etc. Active nests and adequacy of the established buffer distance shall be monitored daily by the qualified biologist until the qualified biologist has determined the young have fledged, the nest is no longer active, or the Project has been completed. The

qualified biologist has the authority to stop work if nesting pairs exhibit signs of disturbance. If construction activities are delayed or paused for more than 14 days during the nesting season, the nest survey will be re-initiated for areas that still contain potential nesting habitat. No parking, storage of materials, or construction activities shall occur within this buffer until the qualified biologist has confirmed that breeding/nesting is completed, and the young have fledged the nest. Encroachment into this buffer shall occur only at the discretion of the qualified biologist, if it is determined that encroachment will not adversely impact the nesting birds.

- BIO-2 Burrowing Owl Pre-construction Survey. In accordance with Section 4.4 Required Avoidance, Minimization, and Mitigation Measures of the CVMSHCP, pre-construction burrowing owl surveys shall be conducted by a qualified biologist no less than 14 days prior to the start of Project-related activities and within 24 hours prior to ground disturbance, in accordance with the Staff Report on Burrowing Owl Mitigation (2012 or most recent version). Pre-construction surveys shall be conducted within 500 feet of the Project disturbance footprint to identify burrows that could be utilized by burrowing owl. Potentially suitable burrows shall be checked by a qualified biologist to see if they are occupied or not prior to the start of Project disturbance activities. If the burrow is unoccupied, Project activities shall be immediately halted within 500 feet of the burrow. The qualified biologist shall coordinate with CDFW and USFWS and prepare a Burrowing Owl Avoidance and Monitoring Plan that shall be submitted to the Wildlife Agencies for approval prior to re-commencing Project activities within the restricted area. A burrow is assumed occupied if records indicate that at least one burrowing owl has been observed occupying a burrow on site during the past three years. For ground-disturbing activities, pre-construction surveys should be repeated when there is a pause in construction of more than 30 days.
- BIO-3 Emergence Bat Survey. A special-status bat species emergence survey shall be conducted if construction activities are to occur within 300 feet of the California fan palm oasis during the bat maternity season (April 1 through August 31). The emergence survey will be conducted in areas of suitable roosting habitat, including the Airport Boulevard bridge, during the maternity season to document the presence of special-status bat species maternal roosting habitat. The emergence survey will be conducted 30 minutes before sunset and last for up to two hours after sunset. Any special-status bat species observed during the maternity roosting season within or adjacent to the Project Area should be avoided and provided a minimum buffer as determined by the qualified biologist (a 100-foot to 300-foot buffer is recommended) prior to the commencement of construction.
- BIO-4 Woodrat Middens. Woodrat middens (nests) are large nests or dens made of woody debris, such as sticks, dead cacti, and bark. Middens were

observed along the northern fence separating the business park and the IID substation Project Areas within the Project impact area. Within 30 days prior to initial site disturbance, a pre-construction survey shall be conducted for woodrat middens. All occupied woodrat middens shall be mapped and flagged for avoidance to the extent feasible, with a minimum of 10-feet surrounding the active midden. If avoidance is not feasible, middens will be “daylighted” by a qualified biologist one night before anticipated vegetation removal to allow for the rats to escape and passively relocate prior to disturbance of the area.

- BIO-5 Worker Environmental Awareness Program (WEAP). The Project applicant shall implement a WEAP for the construction crew that will be developed by a qualified biologist. Each employee (including temporary, contractors, and subcontractors) will receive the WEAP presentation on the first day of project work. They will be advised of sensitive species in the area and avoidance measures being implemented to protect them at the site. At a minimum, the WEAP will include the following topics: occurrence of the listed and sensitive species in the area, their general ecology, sensitivity of the species to human activities, legal protection afforded these species, penalties for violations of federal and State laws, reporting requirements, and project features and conditions designed to reduce direct and indirect impacts to these species, role of the qualified biologist, and worker responsibilities to maintain compliance with mitigation measures while working at the site.
- BIO-6 CVMSHCP Development Fee. The Project applicant shall pay the CVMSHCP Local Development Mitigation Fee pursuant to Chapter 4.48 of the Coachella Municipal Code.

Finding:

Pursuant to Public Resources Code § 21081(a) and CEQA Guidelines § 15091(a)(1), the City Council finds that for each of the significant effects to species identified as a candidate, sensitive, or special-status species described above and further discussed in the Final EIR, changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen such significant environmental effects as identified in the Final EIR, and further finds that all such effects will be mitigated to less than significant levels with implementation of Mitigation Measures BIO-1 through BIO-6, as recommended in the Final EIR, which has been adopted by the City and is enforceable through the Development Agreement, MMRP and project conditions of approval.

Facts in Support of Finding:

Special-Status Species

Six special-status species (four birds and two mammals) were determined to have a potential to occur in the Study Area. Of these six species, all six are considered to have a moderate potential

to occur. Species with a moderate potential to occur and potential for direct or indirect impacts as a result of the Project include:

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

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

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

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

Direct impacts could occur to the avian special-status species (i.e., burrowing owl, loggerhead shrike, vermillion flycatcher, and crissal thrasher) if active nests are present during vegetation removal or ground disturbing activities. Direct impacts may also occur if active nests are located within close proximity to the Project Area and are abandoned due to visual and/or acoustic Project-related actions such as construction noise, lighting, and fugitive dust. These impacts could lead to individual mortality and/or harassment that might reduce nesting success. Therefore, impacts to special-status birds and raptors would be potentially significant without mitigation. Implementation of Mitigation Measures BIO-1, BIO-2, BIO-5, and BIO-6 would reduce potential impacts to less than significant levels by providing for nesting bird avoidance/pre construction nesting bird surveys, burrowing owl pre-construction surveys, and minimization measures, including implementation of a WEAP, and payment of the CVMSHCP Local Development Mitigation Fee.

Bats: Several bat species, including the special-status and CVMSHCP covered western yellow bat, may forage and roost in the palm trees and surrounding habitat within the Study Area, as well as the adjacent Airport Boulevard bridge. Bats can roost under broad leaves, under exfoliating bark/tree holes, and crevices. They prefer materials that provide some thermoregulation like thick wood, or crevices in concrete bridges, and signs of bats with staining and guano usually

indicate their presence. This species was not observed during the site reconnaissance surveys, however suitable roosting and foraging habitat occurs within the proposed IID substation site on an approximate 5.6-acre portion of the site at its northern end. Western yellow bat has a moderate potential to occur in California palm oasis located outside of the Project Area, but within 300-feet of the northernmost boundary.

Impacts to a small amount of foraging habitat would not decrease the regional population below self-sustaining levels. Therefore, impacts on foraging habitat would be less than significant based on the relatively small acreage of habitat that will directly be impacted through vegetation removal. However, Project construction activities may impact roost structures in mature vegetation. Direct impacts to western yellow bat may occur if an active roost is located within the California fan palm oasis that occurs just north of the Project Area or under the Airport Boulevard bridge, due to visual and/or acoustic Project-related disturbance. Impacts to special-status bat species would be considered significant without mitigation. However, implementation of Mitigation Measure BIO-3 would reduce potential impacts to less than significant levels by requiring pre-construction bat emergence surveys for any construction activity that would occur within 300-feet of the suitable roosting habitat that was identified to occur within the California fan palm oasis or the Airport Boulevard bridge during bat maternity season (April 1 through August 31).

San Diego Desert Woodrat: San Diego desert woodrat, an SSC species, occurs in coastal scrub of Southern California from San Diego County to San Luis Obispo County. This species prefers moderate to dense canopies. The San Diego desert woodrat is particularly abundant in rock outcrops, rocky cliffs, and slopes and typically associated with cacti patches and dense undergrowth although it can be found in less rocky habitats. Numerous woodrat stick nests “middens” were observed along the northern fence separating the proposed business park and the IID substation Project areas. There were no physical signs of woodrats present in the middens (e.g. presence of droppings outside of midden), thus the active status of the middens is unconfirmed. The San Diego desert woodrat has a moderate potential to occur in the scrub habitats throughout the IID substation portion of the Project area. This area has moderate to dense canopies within the mesquite thicket and tamarisk thicket habitats. Impact to this species could be significant if San Diego desert woodrats occupy middens within the Project Area. Impacts could potentially occur as a result of vegetation removal and ground disturbances from construction activities. However, with the implementation of Mitigation Measure BIO-4, by requiring a woodrat preconstruction survey, avoidance buffers, and a midden “daylighting” process to allow passive relocation of individuals prior to disturbance of the area, impacts would be reduced to less than significant levels.

The City Council considered the comments on the Draft EIR received from the U.S. Fish and Wildlife Service dated September 2, 2025 (Comment Letter No. 4) and from the California Department of Fish and Wildlife dated September 4, 2025 (Comment Letter No. 14), as well as the responses to those comments set forth in the Final EIR and the supporting technical report provided by subject matter expert Rincon Consultants dated November 3, 2025, and included in the Final EIR as Attachment C2. As recommended in Attachment C2, the City Council approves the proposed revisions to mitigation measures BIO-1, BIO-2, and BIO-3 set forth in the Final EIR, and finds that with those revisions, as well as BIO-5 and BIO-6 provided in the Draft EIR, all potential Project impacts on sensitive species will be mitigated to a level of less than significant, including potential impacts to nesting birds, burrowing owl, and bats. The City Council further

finds that both construction and operational impacts to biological resources from light, glare, noise, and other Project activities will be mitigated to a level of less than significant with implementation of the mitigation measures set forth the Final EIR and compliance with City's Municipal Code requirements. The City Council incorporates by this reference the responses to comments in the Final EIR concerning potential impacts to biological resources and the expert opinions set forth in Final EIR Attachment C2 and H2 (the supplemental technical report on noise by subject matter expert Ambient Air Quality and Noise Consulting dated October 21, 2025).

Riparian Habitat or Other Sensitive Natural Community

Eight vegetation communities and four land cover types were documented in the Study Area during the field survey and are shown in Final EIR Exhibit 4.4-1, Vegetation Communities and Land Cover Types. The following four CDFW sensitive natural communities are in the Study Area: arrow weed thickets, bush seepweed scrub, California fan palm oasis, and mesquite thickets.

Mitigation Measures:

To mitigate potential project specific and cumulative impacts to sensitive natural communities designated as sensitive or protected in local or regional plans, policies, or regulations, the following mitigation measures are hereby adopted and will be implemented consistent with the MMRP:

BIO-6 CVMSHCP Development Fee. The Project applicant shall pay the CVMSHCP Local Development Mitigation Fee pursuant to Chapter 4.48 of the Coachella Municipal Code.

Finding:

Pursuant to Public Resources Code § 21081(a) and CEQA Guidelines § 15091(a)(1), the City Council finds that for each of the significant effects to state sensitive natural communities designated as sensitive or protected in local or regional plans, policies, or regulations or by CDFW, described above and further discussed in the Final EIR, changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen such significant environmental effects as identified in the Final EIR, and further finds that all such effects will be mitigated to less than significant levels with implementation of Mitigation Measure BIO-6, as recommended in the Final EIR, which has been adopted by the City and is enforceable through the Development Agreement, MMRP and project conditions of approval.

Facts in Support of Finding:

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

communities by providing funding for the acquisition and long-term management of conservation of land. Implementation of Mitigation Measure BIO-6 would mitigate impacts to sensitive vegetation communities to less than significant levels.

State and Federally Protected Wetlands and Waters of the State

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

The lateral limits of USACE jurisdiction in non-tidal waters is defined by the “ordinary high-water mark” (OHWM) unless adjacent wetlands are present. The OHWM is a line on the shore or edge of a channel established by the fluctuations of water and indicated by physical characteristics such as a clear, natural line impressed upon the bank, shelving, changes in the character of soil, destruction of vegetation, or the presence of debris (33 CFR 328.3(c)(4)). If wetlands occur within, or adjacent to, waters of the United States, the lateral limits of USACE jurisdiction extend beyond the OHWM to the outer edge of the wetlands (33 CFR 328.4 (c)). In addition, California’s Porter-Cologne Water Quality Control Act regulates isolated wetlands and other surface waters falling outside the jurisdiction of the USACE, and requires filing a Report of Waste Discharge with the appropriate Regional Water Quality Control Board (here, the Colorado River RWQCB) for applicants seeking to fill or impact such wetlands. Under the State Water Resources Control Board’s *State Wetland Definition and Procedures for Discharges of Dredged or Fill Material to Waters of the State*, such wetlands are defined as having continuous or recurrent saturation of the upper substrate sufficient to cause anaerobic conditions with any vegetation dominated by hydrophytes (see Draft EIR pp. 4.4-20 and 4.4-21 for further details).

Mitigation Measures:

To mitigate potential project specific and cumulative impacts to protected wetlands, the following mitigation measures are hereby adopted and will be implemented consistent with the MMRP:

- BIO-7 Invasive Plant Species Control. Invasive plant species, for the purpose of this document shall include all species with a California Invasive Plant Council (Cal-IPC) rating of moderate or high. Construction personnel and equipment shall be free of invasive plant seeds, propagules, and any material which may contain them (e.g., soil). Prior to entering the Project Area equipment will be inspected to confirm it is free of mud, dirt, and debris. Track stations will be installed at Project Area entrances and exits. Staging areas and access routes shall avoid weed infestations and infestations within the work area(s) shall be flagged and avoided to the maximum extent feasible. Only certified weed-free materials (e.g., fiber rolls, straw, and fill) will be used for the Project.

BIO-8

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

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

BIO-9

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

pursued, along with the impacts to the sensitive natural communities. The HMMP will include, at a minimum, the following information:

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

Finding:

Pursuant to Public Resources Code § 21081(a) and CEQA Guidelines § 15091(a)(1), the City Council finds that for each of the significant effects to protected wetlands described above and further discussed in the Final EIR, changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen such significant environmental effects as identified in the Final EIR, and further finds that all such effects will be mitigated to less than significant levels with implementation of Mitigation Measures BIO-7, BIO-8 and BIO-9, as recommended in the Final EIR, which has been adopted by the City and is enforceable through the Development Agreement, MMRP and project conditions of approval.

Facts in Support of Finding:

A jurisdictional delineation of the Project study area was conducted on November 1, 2023, which determined that there are no federally protected wetlands or other waters of the United States subject to USACE jurisdiction within the study area (see Draft EIR, Table 4.4-2 and Exhibit 4.4.3, and pages 4.4-13 – 4.4-15 and 4.4-28).

Currently the State Water Resources Control Board (SWRCB) and Regional Water Quality Control Boards (RWQCBs) have not established regulations for field determinations of waters of the state except for wetlands. In many cases the RWQCBs interpret the limits of waters of the state to be bounded by the OHWM unless isolated conditions or ephemeral waters are present. However, in the absence of statewide guidance each RWQCB may interpret jurisdictional boundaries within their region and the SWRCB has encouraged applicants to confirm jurisdictional limits with their

RWQCB before submitting applications. As determined by the Colorado River RWQCB, the lateral limits of waters of the State is consistent with the OHWM, similar to the USACE.

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

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

The total area of the potential wetland waters of the State is 929 feet long at its widest point and covers 4.58 acres within the Study Area. Approximately 3.66 acres of direct impacts to RWQCB Jurisdictional wetland waters of the State (within the IID substation area) are anticipated as a result of the Project. Direct impacts are anticipated to occur through vegetation removal and the placement of discharges and/or fill within the wetland to create a building platform for the proposed IID substation. This represents a significant impact that requires mitigation. As required in Mitigation Measure BIO-9, a dredge/fill application must be submitted to the Colorado River RWQCB requesting an Individual Water Discharge Requirement (WDR) permit to authorize impacts to waters of the State per the Porter-Cologne Water Quality Control Act. Compensatory mitigation is required for permanent impacts to wetland waters of the State to receive a WDR permit. With the implementation of Mitigation Measures BIO-7, BIO-8, and BIO-9, the Project would avoid and minimize further impacts to wetland waters of the state by implementing invasive species control, best management practices, preparing an HMMP, and incorporating WDR permit requirements. Therefore, impacts would be reduced to a less than significant level.

Movement of Wildlife

The Study Area contains the CVSC, which could support locally and regionally migrating wildlife and is potentially a regional movement corridor due to its interconnecting nature between the Salton Sea and undeveloped riparian woodland, scrub, and desert wash habitat located upstream of the Study Area along the headwaters of the river. The remnant patches of native vegetation communities (i.e., arrow weed thickets, bush seepweed scrub, and quailbush scrub) within the Project Area are not anticipated to support substantial wildlife movement due to their small and isolated nature, their non-structured stature, and lack of suitable cover in some areas (i.e. bush seepweed).

Mitigation Measures:

To mitigate potential project specific and cumulative interference 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, the following mitigation measures are hereby adopted and will be implemented consistent with the MMRP:

- BIO-1 Nesting Bird Avoidance/Pre-construction Surveys. Prior to issuance of the Project's grading permit, the following measures shall be implemented: To avoid disturbance of nesting and special-status bird species protected by the MBTA and CFGC, activities related to the Project, including but not limited to, vegetation removal, ground disturbance, and construction shall not occur during the bird breeding season (January 15 through August 31) unless a pre-construction nesting bird survey is conducted within three days prior to vegetation removal or ground disturbance. A qualified biologist, who is familiar with the identification of avian species in the Coachella Valley, will conduct the preconstruction nesting bird survey within three days prior to vegetation removal or ground disturbance to evaluate the presence/absence, location, and status of any active nests on or adjacent to the Project Area. The extent of the survey area surrounding the Project Area shall be determined by the qualified biologist to ensure that direct and indirect effects to nesting birds are avoided. Pre-construction surveys shall focus on both direct and indirect evidence of nesting, including nest locations and nesting behavior. The qualified biologist will make every effort to avoid potential nest predation as a result of survey efforts. If an active nest(s) is discovered, a suitable buffer shall be established around the active nests, as determined by the biologist, and construction activity will not occur within the buffer until the biologist has determined that the nest is no longer active. Buffer size shall consider the species involved and relevant level of tolerance to adjacent activity, the location of the nest relative to proposed activities, and site conditions that naturally buffer the location, such as vegetation screening, topography, etc. Active nests and adequacy of the established buffer distance shall be monitored daily by the qualified biologist until the qualified biologist has determined the young have fledged, the nest is no longer active, or the Project has been completed. The qualified biologist has the authority to stop work if nesting pairs exhibit signs of disturbance. If construction activities are delayed or paused for more than 14 days during the nesting season, the nest survey will be re-initiated for areas that still contain potential nesting habitat. No parking, storage of materials, or construction activities shall occur within this buffer until the qualified biologist has confirmed that breeding/nesting is completed, and the young have fledged the nest. Encroachment into this buffer shall occur only at the discretion of the qualified biologist, if it is determined that encroachment will not adversely impact the nesting birds.
- BIO-6 CVMSHCP Development Fee. The Project Applicant shall pay the CVMSHCP Local Development Mitigation Fee pursuant to Chapter 4.48 of the Coachella Municipal Code.
- BIO-8 General Best Management Practices. Standard construction Best Management Practices will be implemented by the contractor to minimize potential impacts to sensitive species. Standard Construction Best Management Practices shall include the following:

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

Finding:

Pursuant to Public Resources Code § 21081(a) and CEQA Guidelines § 15091(a)(1), the City Council finds that, for potential significant impacts associated with interference with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors or with the use of native wildlife nursery sites described above and further discussed in the Final EIR, changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen such significant environmental effects as identified in the Final EIR, and further finds that all such effects will be mitigated to less than significant levels with implementation of Mitigation Measures BIO-1, BIO-6, and BIO-8, as recommended in the Final EIR, which has been adopted by the City and is enforceable through the Development Agreement, MMRP and project conditions of approval.

Facts in Support of Finding:

The channelized river and its associated vegetation community within the Study Area provides water and cover for wildlife species and represents an undeveloped strip of habitat within the largely developed surrounding commercial and agricultural areas. Additionally, the native vegetation communities (i.e., arrow weed thickets, California fan palm oasis, and mesquite thickets) located within the proposed IID substation development area portion of the Project Area contain mature trees and a stratified vegetation community, creating moderate to high-quality shelter for avian species and terrestrial species that may be migrating through the CVSC. In addition, copious mammal tracks were observed within the proposed substation development area and large flocks of avian species were observed within the native vegetation communities during the field surveys, indicating that this area is being utilized for local and potentially regional wildlife movement. However, vegetation within the entire Project Area is not anticipated to support substantial wildlife movement due to the isolated nature, adjacent disturbances, nonstructured stature, and lack of suitable cover in some areas, such as the bush seepweed. Moreover, the Project will not affect use of the CVSC as a potential wildlife migration route.

The Project will directly impact approximately 2.89 acres of the vegetation communities described above and located within the proposed IID substation portion of the Project Area, which contains mature trees and a stratified vegetation community that provides moderate to high-quality shelter for avian species and terrestrial species that may be migrating through the adjacent CVSC corridor. These vegetation communities will be directly impacted through vegetation removal and grading and therefore, the Project has the potential to impact wildlife movement. However, impacts to these vegetation communities are fully mitigated through payment of the CVMSHCP LDMF, as required by Mitigation Measure BIO-6.

In addition, the impacts would also be mitigated through the implementation of Mitigation Measures BIO-1 and BIO-8 which require implementation of wildlife friendly practices during construction (i.e. speed limits, avoidance buffers, etc.). Implementation of Mitigation Measures BIO-1, BIO-6, and BIO-8 would reduce potential impacts to wildlife movement to less than a significant level by minimizing the potential for Project construction to result in adverse effects to wildlife movement.

Consistency with Applicable Habitat Conservation Plan

The CVMSHCP and Final EIR/EIS were approved and fully adopted in 2006 with the MSHCP/NCCP Permit issued by CDFW in 2008 and a major amendment approved in 2016. The CVMSHCP is a comprehensive, joint- HCP and NCCP that focuses on the long-term conservation of ecological diversity, which includes the conservation of species and their associated habitats in the Coachella Valley. The CVMSHCP is designed to protect 27 species and their core habitats, 240,000 acres of open space, and 27 sensitive vegetation communities that include protection and conservation of these species and habitats in a reserve system of 21 priority conservation areas.

The CVMSHCP allows the participating jurisdictions (“permittees”) to authorize take of plant and wildlife species identified in the CVMSHCP Plan Area under specific conditions/measures. Under the CVMSHCP, USFWS and CDFW will grant “take authorization” for otherwise lawful actions in exchange for the assembly and management of coordinated CVMSHCP conservation areas.

Mitigation Measures:

To mitigate potential project specific and cumulative interference with the provisions of the CVMSHCP, the following mitigation measures are hereby adopted and will be implemented consistent with the MMRP:

BIO-1 Nesting Bird Avoidance/Pre-construction Surveys. Prior to issuance of the Project's grading permit, the following measures shall be implemented: To avoid disturbance of nesting and special-status bird species protected by the MBTA and CFGC, activities related to the Project, including but not limited to, vegetation removal, ground disturbance, and construction shall not occur during the bird breeding season (January 15 through August 31) unless a pre-construction nesting bird survey is conducted within three days prior to vegetation removal or ground disturbance. A qualified biologist, who is familiar with the identification of avian species in the Coachella Valley, will conduct the preconstruction nesting bird survey within three days prior to vegetation removal or ground disturbance to evaluate the presence/absence, location, and status of any active nests on or adjacent to the Project Area. The extent of the survey area surrounding the Project Area shall be determined by the qualified biologist to ensure that direct and indirect effects to nesting birds are avoided. Pre-construction surveys shall focus on both direct and indirect evidence of nesting, including nest locations and nesting behavior. The qualified biologist will make every effort to avoid potential nest predation as a result of survey efforts. If an active nest(s) is discovered, a suitable buffer shall be established around the active nests, as determined by the biologist, and construction activity will not occur within the buffer until the biologist has determined that the nest is no longer active. Buffer size shall consider the species involved and relevant level of tolerance to adjacent activity, the location of the nest relative to proposed activities, and site conditions that naturally buffer the location, such as vegetation screening, topography, etc. Active nests and adequacy of the established buffer distance shall be monitored daily by the qualified biologist until the qualified biologist has determined the young have fledged, the nest is no longer active, or the Project has been completed. The qualified biologist has the authority to stop work if nesting pairs exhibit signs of disturbance. If construction activities are delayed or paused for more than 14 days during the nesting season, the nest survey will be re-initiated for areas that still contain potential nesting habitat. No parking, storage of materials, or construction activities shall occur within this buffer until the qualified biologist has confirmed that breeding/nesting is completed, and the young have fledged the nest. Encroachment into this buffer shall occur only at the discretion of the qualified biologist, if it is determined that encroachment will not adversely impact the nesting birds.

BIO-2 Burrowing Owl Pre-construction Survey. In accordance with Section 4.4 Required Avoidance, Minimization, and Mitigation Measures of the

CVMSHCP, a pre-construction burrowing owl survey shall be conducted by a qualified biologist no less than 14 days prior to the start of Project-related activities and within 24 hours prior to ground disturbance, in accordance with the Staff Report on Burrowing Owl Mitigation (2012 or most recent version). Pre-construction surveys shall be conducted within 500 feet of the Project disturbance footprint to identify burrows that could be utilized by burrowing owl. Potentially suitable burrows shall be checked by a qualified biologist to see if they are occupied or not prior to the start of Project disturbance activities. If the burrow is unoccupied, the burrow shall be made inaccessible to burrowing owl, and the Project may proceed. If either a nesting or escape burrow is occupied, Project activities shall be immediately halted within 500 feet of the burrow. The qualified biologist shall coordinate with CDFW and USFWS and prepare a Burrowing Owl Avoidance and Monitoring Plan that shall be submitted to CDFW and USFWS for review and approval prior to re-commencing Project activities within the restricted area. A burrow is assumed occupied if records indicate that at least one burrowing owl has been observed occupying a burrow on site during the past three years. For ground-disturbing activities, pre-construction surveys should be repeated when there is a pause in construction of more than 30 days.

BIO-3 Emergence Bat Survey. A special-status bat species emergence survey shall be conducted if construction activities are to occur within 300 feet of the California fan palm oasis during the bat maternity season (April 1 through August 31). The emergence survey will be conducted in areas of suitable roosting habitat during the maternity season to document the presence of special-status bat species maternal roosting habitat. The emergence survey will be conducted 30 minutes before sunset and last for up to two hours after sunset. Any special-status bat species observed during the maternity roosting season within or adjacent to the Project Area should be avoided and provided a minimum buffer as determined by the qualified biologist (a 100-foot to 300-foot buffer is recommended) prior to the commencement of construction.

BIO-4 Woodrat Middens. Woodrat middens (nests) are large nests or dens made of woody debris, such as sticks, dead cacti, and bark. Middens were observed along the northern fence separating the business park and the IID substation Project Areas within the Project impact area. Within 30 days prior to initial site disturbance, a pre-construction survey shall be conducted for woodrat middens. All occupied woodrat middens shall be mapped and flagged for avoidance to the extent feasible, with a minimum of 10-feet surrounding the active midden. If avoidance is not feasible, middens will be “daylighted” by a qualified biologist one night before anticipated vegetation removal to allow for the rats to escape and passively relocate prior to disturbance of the area.

- BIO-5 Worker Environmental Awareness Program (WEAP). The Project Applicant shall implement a WEAP for the construction crew that will be developed by a qualified biologist. Each employee (including temporary, contractors, and subcontractors) will receive the WEAP presentation on the first day of project work. They will be advised of sensitive species in the area and avoidance measures being implemented to protect them at the site. At a minimum, the WEAP will include the following topics: occurrence of the listed and sensitive species in the area, their general ecology, sensitivity of the species to human activities, legal protection afforded these species, penalties for violations of federal and State laws, reporting requirements, and project features and conditions designed to reduce direct and indirect impacts to these species, role of the qualified biologist, and worker responsibilities to maintain compliance with mitigation measures while working at the site.
- BIO-6 CVMSHCP Development Fee. The Project Applicant shall pay the CVMSHCP Local Development Mitigation Fee pursuant to Chapter 4.48 of the Coachella Municipal Code.
- BIO-7 Invasive Plant Species Control. Invasive plant species, for the purpose of this document shall include all species with a California Invasive Plant Council (Cal-IPC) rating of moderate or high. Construction personnel and equipment shall be free of invasive plant seeds, propagules, and any material which may contain them (e.g., soil). Prior to entering the Project Area equipment will be inspected to confirm it is free of mud, dirt, and debris. Track stations will be installed at Project Area entrances and exits. Staging areas and access routes shall avoid weed infestations and infestations within the work area(s) shall be flagged and avoided to the maximum extent feasible. Only certified weed-free materials (e.g., fiber rolls, straw, and fill) will be used for the Project.
- BIO-8 General Best Management Practices. Standard construction Best Management Practices will be implemented by the contractor to minimize potential impacts to sensitive species. Standard Construction Best Management Practices shall include the following:
- Vehicle speeds will not exceed 10 miles per hour (mph) adjacent to any occupied burrowing owl habitat. Clear signage will be installed and maintained throughout the construction period.
 - Placement of drip pans under parked equipment and vehicles.
 - Regular inspection and maintenance of equipment to avoid spills and immediate containment of any spills.
 - Chemicals and pesticides will not be used.
 - Pets and firearms will not be allowed at the site.

- Trash will be removed from the site daily or be stored in wildlife proof containers.
- Stormwater protection (i.e. straw wattles, silt fence) will be employed to prevent spills, runoff, or sediment from entering nearby aquatic habitats. These materials will be weed free and no Project debris or rubbish will be allowed to enter into or be placed where it may be washed by rainfall or runoff in the wetlands.
- Staging/storage areas for equipment and materials will be located at least 100 feet away from the riparian areas. Equipment will be checked and maintained daily to prevent leaks of pollutants into the wetlands.
- No equipment maintenance will be carried out within 100 feet of the riparian area.
- All pipes, culverts, or similar structures with a four-inch diameter or greater that are stored on the construction site overnight shall be thoroughly inspected for wildlife or nesting birds before the pipe is subsequently curried, capped, or otherwise used or moved in any way.
- To prevent inadvertent entrapment of wildlife during construction, all excavated, wells, steep walled holes or trenches more than two feet deep shall be covered with plywood or similar materials at the close of each working day.
- Any construction lighting will be directed toward the work area and away from adjacent habitats.

BIO-9

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

- Description of the project/impact site (i.e., location, responsible parties, and areas to be impacted by habitat type)
- Goal(s) of the compensatory mitigation project (i.e., the acreage of the mitigated habitat to be restored);
- Description of the proposed compensatory mitigation site(s) (i.e., location and size, ownership status, existing conditions of the compensatory mitigation site);
- Implementation plan for the compensatory mitigation site (i.e., rationale for expecting implementation success, responsible parties, schedule, site preparation, planting plan [container sizes, seeding rates, etc.]);

- Maintenance activities during the monitoring period, including weed removal and irrigation as appropriate;
- Monitoring plan for the compensatory mitigation site (i.e., performance standards, target acreages to be established and/or preserved, annual monitoring reports);
- Success criteria based on the goals and measurable objectives;
- Funding mechanisms; and
- An adaptive management and remedial measure component.

Finding:

Pursuant to Public Resources Code § 21081(a) and CEQA Guidelines § 15091(a)(1), the City Council finds that the project will not conflict with the provisions of applicable habitat conservation plans described above and further discussed in the Final EIR, because changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen such significant environmental effects as identified in the Final EIR, and further finds that all such effects will be mitigated to less than significant levels with implementation of Mitigation Measures BIO-1 through BIO-9 as recommended in the Final EIR, which have been adopted by the City and are enforceable through the Development Agreement, MMRP and project conditions of approval.

Facts in Support of Finding:

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

CULTURAL RESOURCES

Archaeological Site or Resource

Cultural resources include places, objects, and settlements that reflect group or individual religious, archaeological, or architectural activities. Such resources provide information on scientific progress, environmental adaptations, group ideology, or other human advancements. CEQA is primarily concerned with two classes of cultural resources: "historical resources," which

are defined in Public Resources Code § 21084.1 and CEQA Guidelines § 15064.5, and “unique archaeological resources,” defined in Public Resources Code § 21083.2 as an archaeological artifact, object, or site about which there is a high probability that it meets any of the following criteria: (1) Contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information; (2) Has a special and particular quality such as being the oldest of its type or the best available example of its type; or (3) Is directly associated with a scientifically recognized important prehistoric or historic event or person.

Mitigation Measures:

To mitigate potential project specific and cumulative impacts to archaeological resources, the following mitigation measure is hereby adopted and will be implemented consistent with the MMRP:

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

Finding:

Pursuant to Public Resources Code § 21081(a) and CEQA Guidelines § 15091(a)(1), the City Council finds that for each of the significant effects to archaeological resources described above and further discussed in the Final EIR, changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen such significant environmental effects as identified in the Final EIR, and further finds that all such effects will be mitigated to less than significant levels with adherence to all General Plan policies and implementation of Mitigation Measures CUL-1, as recommended in the Final EIR, which has been adopted by the City and is enforceable through the Development Agreement, MMRP and project conditions of approval.

Facts in Support of Finding:

The records search identified two historic period archaeological sites and 25 historic period built-environment resources. However, none of the identified resources are prehistoric and none of them are within the Project site. In addition, cultural resource literature and data review indicated that there are no archaeological resources recorded within the Project site or within one mile of the site. An archaeological sensitivity model also concluded that the potential for discovering surface cultural resources in this area, including prehistoric resources is low. The potential to discover archeological resources during Project operations would also therefore be low.

According to CVWD’s Subsequent IS/MND (SCH #2019079095), archeological sensitivity of the off-site improvement area also is considered low. However, there is a remote possibility to unearth

significant archaeological resources during construction activities, which would result in a significant impact and require mitigation. Mitigation Measure CUL-1 would require construction monitoring to be conducted by qualified cultural monitors for all ground disturbance. In addition, the Project would be required to adhere to the Sustainability + Natural Environment Policies 10.3, 10.4, 12.4 and 12.5 which require avoidance, mitigation and preservation of archeological resources, where practical and if not, then documentation of details and design elements of historic resources to be preserved during renovations and remodels of historic resources on and around a site. With adherence to General Plan policies and implementation of Mitigation Measure CUL-1, the proposed Project would have less than significant impacts on archaeological resources.

Disturbance of Human Remains

While the proposed Project site does not contain any cemeteries and no indication of human remains were found on the site during the pedestrian surveys conducted on March 2020 and again on December 7, 2023, there is always the possibility that human remains could be uncovered during ground disturbing activities.

Mitigation Measures:

To mitigate potential project specific and cumulative impacts to human remains, the following mitigation measure is hereby adopted and will be implemented consistent with the MMRP:

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

1. The County Coroner has been contracted and determined that no investigation of the cause of death is required; and
2. If the County Coroner determines that the remains are of Native American descent, the Coroner shall notify Native American Heritage Commission (NAHC), which will then determine the Most Likely Descendant (MLD). The MLD shall complete the inspection of the site within 48 hours of notification and may recommend means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resources Code Section 5097.98 and Health and Safety Code 7050.5.

Finding:

Pursuant to Public Resources Code § 21081(a) and CEQA Guidelines § 15091(a)(1), the City Council finds that for each of the significant effects concerning disturbance of human remains described above and further discussed in the Final EIR, changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen such significant

environmental effects as identified in the Final EIR, and further finds that all such effects will be mitigated to less than significant levels with adherence to all General Plan policies and implementation of Mitigation Measures CUL-2, as recommended in the Final EIR, which has been adopted by the City and is enforceable through the Development Agreement, MMRP and project conditions of approval.

Facts in Support of Finding:

Based on the pedestrian surveys completed on March 30, 2020 and again on December 7, 2023, the likelihood of encountering human remains on the Project site is considered low, but remains possible. Through the implementation of Mitigation Measure CUL-2, all pre-construction and construction work taking place in the vicinity of any discovered remains must cease and the necessary steps to ensure the integrity of the immediate area must be taken. Mitigation Measure CUL-2 also ensures compliance with Health and Safety Code §7050.5 and Public Resources Code § 5097.98 and, where appropriate, prompt notification of the NAHC and Most Likely Descendant. With implementation of Mitigation Measure CUL-2, potential impacts relating to the disturbance of human remains would be less than significant.

ENERGY RESOURCES

Consumption of Energy Resources

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

Mitigation Measures:

To mitigate potential project specific and cumulative impacts associated with the consumption of energy resources, the following mitigation measure is hereby adopted and will be implemented consistent with the MMRP:

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| GHG-1 | <p>The Project shall include, but not be limited to, the following improvements, which shall be incorporated into the Project site plans to ensure consistency with adopted statewide plans and programs that are in effect at the time the Building Permits are issued. The Project applicant shall demonstrate compliance with the following measures, prior to issuance of Building Permits:</p> <ul style="list-style-type: none">• To the maximum extent feasible, all off-road equipment (non-street legal), such as forklifts and street sweepers, used onsite for warehouse operations shall be powered by alternative fuels, electrical batteries or other alternative/non-diesel fuels (e.g., propane or compressed natural gas (CNG)) that do not emit diesel particulate matter, and that are low or zero emissions. |
|-------|--|

- The Project Applicant shall require that a minimum of 50 percent of the total Project electrical consumption from operation of the Project on an aggregate, site-wide basis is provided by onsite solar photovoltaic (PV) panels or other onsite renewables sources (i.e., wind turbines, geothermal).
- The Project Applicant shall require any business that operates in the proposed project and has 20 or more full-time employees shall implement at least one of the following programs:
 - Pre-tax election program to allow employees to exclude wages for commuting costs for transit or vanpools;
 - An employer supplied transit pass;
 - Employer provided transit; or
 - Other, similar demand management programs.
- The Project Applicant shall require that temporary power poles are installed in the vicinity of each structure to be installed. The temporary power poles shall be installed after completion of grading and prior to the issuance of each building permit. After electrification of the temporary power poles, the Project Applicant shall restrict building contractors from using gas-powered generators, compressors and saws and this restriction shall be incorporated into all contracts with building contractors that will work on the proposed Project.

Finding:

Pursuant to Public Resources Code § 21081(a) and CEQA Guidelines § 15091(a)(1), the City Council finds that for each of the significant impacts due to wasteful, inefficient, or unnecessary consumption of energy resources described above and further discussed in the Final EIR, changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen such significant environmental effects as identified in the Final EIR, and further finds that all such effects will be mitigated to less than significant levels with compliance with General Plan policies and implementation of Mitigation Measures GHG-1, as recommended in the Final EIR, which has been adopted by the City and is enforceable through the Development Agreement, MMRP and project conditions of approval.

Facts in Support of Finding:

Construction Impacts

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

Construction-Related Petroleum Fuel Use

Petroleum-based fuels are anticipated to be used to power off-road construction vehicles and equipment on the Project site, construction worker travel to and from the Project site, as well as delivery and haul truck trips (e.g. hauling of material to disposal facilities). Petroleum-based fuel usage represents the highest amount of transportation energy potentially consumed during construction. The on-road vehicle trips and off-road construction equipment fuel usage was calculated through use of the off-road equipment assumptions and fuel use assumptions, which concluded that construction of the Project would consume 150,631 gallons of gasoline and 247,694 gallons of diesel fuel (Final EIR page 4.6-8). This equates to 0.015 percent of the gasoline and 0.14 percent of the diesel consumed annually in Riverside County, based on the County's petroleum consumption data derived from the CEC's Energy Consumption Database Management (ECDMS) online system. As such, the construction-related petroleum use would be nominal, when compared to current county-wide petroleum usage rates.

Construction activities associated with the Project would be required to adhere to all State and SCAQMD regulations for off-road equipment and on-road trucks, which provide minimum fuel efficiency standards. In particular, Executive Order N-79-20 requires all new trucks in the State to be zero-emission by 2045, with interim targets starting in 2025, and requires all off-road equipment to transition to zero-emission by 2035. In addition, development of the Project site would not result in the need to manufacture construction materials or create new building material facilities specifically to supply the Project. There are no unusual Project characteristics that would necessitate the use of construction equipment that would be less energy-efficient than comparable construction sites in the region or State. Additionally, construction building materials could include recycled materials and products originating from nearby sources in order to reduce costs of transportation. Therefore, it is expected that construction fuel consumption associated with the Project would not be any more inefficient, wasteful, or unnecessary than other similar development projects of this nature. Project impacts relative to construction-related petroleum fuel use would be less than significant.

Construction-Related Electricity Use

During construction, the Project would consume electricity to construct the new structures and infrastructure, although such usage would vary depending on intensity and development under each phase of site development. Electricity usage would be associated with the conveyance of water that would be used during Project construction for dust control (supply and conveyance) and electricity to power any necessary lighting during construction, electronic equipment, or other construction activities necessitating electrical power. Based on communication with IID during the preliminary Project design phase, IID has confirmed that electricity would be supplied by IID and would be obtained from site connections to the existing electrical lines in the vicinity of the site and such usage would result in minimizing impacts on fuel consumption. Although it is anticipated to use electricity under various construction activities, such electricity demand would be temporary, nominal and would cease upon the completion of construction. This is therefore not anticipated to have an adverse impact on available electricity supplies and infrastructure. Compliance with the applicable IID Energy Regulations would further ensure that the Project fulfills its responsibilities relative to infrastructure installation, coordinates any electrical infrastructure removals or relocations, and limits any impacts associated with construction of the

Project. Therefore, Project impacts relative to construction-related electricity use would be less than significant.

Construction-Related Natural Gas Use

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

Operational Impacts

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

Operational Petroleum Fuel Use

Operation of the Project would result in increased consumption of petroleum-based fuel related to vehicular travel to and from the site. The Project would consume 428,040 gallons of gasoline and 233,863 gallons of diesel fuel per year from vehicle travel (Final EIR, p. 4.6-8). This equates to 0.04 percent of the gasoline and 0.13 percent of the diesel consumed annually in Riverside County, based on the County's petroleum consumption data derived from the CEC's ECDMS online system. As such, the operations-related petroleum use would be nominal, when compared to current county-wide petroleum usage rates. In addition, the Project would be required to comply with all State and City requirements related to the promotion of alternative transportation methods, including project specific measures that include designated clean air vehicle parking spaces.

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

Operational Electricity Use

Operation of the Project would result in consumption of electricity at the site for interior and exterior lighting, HVAC, refrigeration, electronics systems, appliances, and security systems,

among other things. The Project uses would consume 20,660,062 kilowatt-hours per year of electricity, which does not account for the required PV solar panels that will be installed on the site (Final EIR p. 4.6-9). This equates to 0.57 percent of the electricity consumed annually by IID. As such, the operations-related electricity use would be nominal, when compared to current electricity usage rates in IID's service area.

In addition, as discussed in Final EIR Section 4.8, Greenhouse Gas Emissions, incorporated herein by this reference, the Project would implement Mitigation Measure GHG-1, which requires the Project applicant to exceed the minimum energy efficiency requirements provided in Title 24, Part 6. The Project applicant would be required to install PV solar panels and EV charging stations that exceed the minimum required by Title 24, Part 6 standards that will be in effect at the time the building permit is issued. Specifically, in order to remain consistent with the City's CAP, this measure requires the Project applicant to ensure that a minimum of 50 percent of the total Project electrical consumption from Project operation is provided by onsite solar PV panels or other onsite renewables sources (i.e., wind turbines, geothermal). With implementation of this measure, the Project's operational electricity use would be reduced to less than significant levels.

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

The Project would result in a less than significant impact relative to electric energy usage with the implementation of Mitigation Measure GHG-1. Further, the Project would be required to comply with all Federal, State, and City requirements related to the consumption of electricity, including CCR Title 24, Part 6 Building Energy Efficiency Standards and CCR Title 24, Part 11: California Green Building Standards. It is anticipated that the Project would be designed and built to minimize electricity use and to ensure that existing and planned electricity capacity and electricity supplies would be sufficient to support the site's electricity demand. IID would supply electricity to the Project, which would be obtained from the proposed IID substation on the Project site. The IID substation will be designed to exceed the demand for power that is required for the Project to provide added reliability and resiliency to the IID system.

The Project applicant will continue coordination efforts with IID, which has confirmed that it has sufficient electricity capacity for Project construction. The assumptions for the Project's energy modeling conservatively included full reliance of the IID electric power grid; however, Mitigation Measure GHG-1, in order to remain consistent with the City's CAP, requires the Project applicant to ensure that a minimum of 50 percent of the total Project electrical consumption from Project operation is provided by onsite solar PV panels or other onsite renewables sources (i.e., wind turbines, geothermal), that exceed the minimum required by the current Title 24, Part 6 standards

that are in effect at the time the building permit is issued. Therefore, Project impacts relative to operational electricity use would be reduced to less than significant levels.

Operational Natural Gas Use

Operation of the Project would result in increased consumption of natural gas at the site. It is estimated that uses at the site would consume 8,253 MBTU per year of natural gas, which equates to 0.019 percent of the natural gas consumed annually in Riverside County, based on the County's natural gas consumption data derived from the CEC's ECDMS online system. The operations-related natural gas use would be nominal compared to current natural gas usage rates in the County.

In addition, since uses at the Project site would be required to comply with all Federal, State, and City requirements related to the consumption of natural gas, including CCR Title 24, Part 6 Building Energy Efficiency Standards and CCR Title 24, Part 11: California Green Building Standards, all site buildings would be required to incorporate energy efficiency measures into building designs. This may include but will not be limited to, enhanced insulation as well as use of efficient natural gas appliances and HVAC units. It is anticipated the Project will be designed and built to minimize natural gas use and that existing and planned natural gas capacity and natural gas supplies would be sufficient to support the site's natural gas demand.

With the Project's adherence to Mitigation Measure GHG-1 and applicable energy efficiency-related City of Coachella 2035 General Plan Update Policies 2.2, 2.3, 2.5, 2.6, 2.9, 2.10, and 2.12, Project impacts from use of petroleum, electricity and natural gas would not result in the wasteful, inefficient, or unnecessary consumption of energy resources during Project construction or operation. Project impacts would be less than significant.

Consistency with Plan for Renewable Energy or Energy Efficiency

The Project would be constructed in accordance with the California Building Energy and Efficiency Standards (Title 24, Part 6) and California Green Building Standards Code (CALGreen) (Title 24, Part 11). These standards apply to all projects in California and are updated tri-annually with a goal to achieve zero net energy for residential buildings by 2020 and non-residential buildings by 2030. The applicable local energy plan for the Project would be the City of Coachella 2035 General Plan Update.

Mitigation Measures:

To mitigate potential project specific and cumulative impacts associated with the project conflicting with a state or local plan for renewable energy or energy efficiency, the following mitigation measures are hereby adopted and will be implemented consistent with the MMRP:

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

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

Finding:

Pursuant to Public Resources Code § 21081(a) and CEQA Guidelines § 15091(a)(1), the City Council finds that for each of the significant impacts due to the project conflicting with or obstructing a state or local plan for renewable energy or energy efficiency, described above and further discussed in the Final EIR, changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen such significant environmental effects as identified in the Final EIR, and further finds that all such effects will be mitigated to less than significant levels with compliance with General Plan policies and implementation of Mitigation Measures GHG-1, as recommended in the Final EIR, which has been adopted by the City and is enforceable through the Development Agreement, MMRP and project conditions of approval.

Facts in Support of Finding:

The Project would be required to conform with all State plans for renewable energy or energy efficiency. The Project is consistent with the applicable energy-related policies in the Sustainability and Natural Environment Element of the General Plan as shown in Final EIR Table 4.6-3, Proposed Project Compliance with City of Coachella 2035 General Plan Update Policies. In addition, Mitigation Measure GHG-1 would ensure the Project's consistency with both the City of Coachella CAP and applicable City of Coachella 2035 General Plan Update policies.

The Project is subject to the City of Coachella CAP measures provided in the Development Review Checklist, which allows the Project to be eligible for streamlining. The applicable Development Review Checklist strategy and design parameters for the proposed Project are provided in Final EIR Table 4.8-4, Project Consistency with the City of Coachella CAP Development Review Checklist, along with a determination of consistency and explanation of how the Project will comply with each measure. Mitigation Measure GHG-1 would ensure the Project's consistency with applicable project design features in the Development Review Checklist. In conclusion, the Project would be consistent with applicable General Plan policies and the City's CAP Development Review Checklist and implementation of Mitigation Measure GHG-1. Therefore, the Project would not conflict with or obstruct a local plan for renewable energy or energy efficiency and impacts would be less than significant with mitigation incorporated.

GEOLOGY AND SOILS

Earthquake Fault Ruptures, Seismic Shaking, Seismic-related Ground Failure or Landslides

The Coachella Valley is located on the boundary of the Pacific and the North American tectonic plates. Generally, movement along these two plates causes seismic activity. The surface expression of this tectonic movement is expressed by the northwest trending system of faults known as the San Andreas Fault system, which runs from north of the San Francisco area to the Bombay Beach area of the Salton Sea and includes a Coachella Valley segment located within the eastern portion of the City (City of Coachella 2035 General Plan Update Environmental Impact Report; 2014). The Salton Sea, located southeast of the City, forms the northerly part of the Salton Trough, a topographic depression that is related to the San Andreas Fault system. Faults generally produce damage in two ways: surface rupture and seismically induced ground shaking.

Liquefaction is a hazard typically associated with intense ground shaking. During seismic events, soils can destabilize, particularly when sufficient water is present in the soil, resulting in liquefaction. Liquefaction is generally associated with shallow groundwater conditions and the presence of loose and sandy soils or alluvial deposits.

Landslides often occur along pre-existing zones of weakness within bedrock and have the potential to occur on over-steepened slopes, especially where weak layers, such as thin clay layers, are present and dip out-of slope.

Mitigation Measures:

To mitigate potential project specific and cumulative impacts from earthquake fault ruptures, strong seismic ground shaking, ground failure, or landslides the following mitigation measure is hereby adopted and will be implemented consistent with the MMRP:

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| GEO-1 | Prior to the issuance of a grading permit, a geotechnical investigation specific to building design and liquefaction, in compliance with City of Coachella requirements, shall be prepared by a licensed professional and submitted to the City of Coachella for review. The geotechnical report shall assess potential consequences of any liquefaction and soil strength loss, |
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estimation of lateral soil movements or reduction in foundation soil bearing capacity. The geotechnical report shall provide recommended measures to ensure compliance with all applicable geotechnical standards for building design consideration, such as mat foundations, pile foundations, or ground improvement to mitigate the potential liquefaction settlements, and all recommendations shall be incorporated into all improvement plans.

Finding:

Pursuant to Public Resources Code § 21081(a) and CEQA Guidelines § 15091(a)(1), the City Council finds that for each of the significant impacts related to earthquake fault ruptures, seismic ground shaking, seismic-related ground failure or landslides described above and further discussed in the Final EIR, changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen such significant environmental effects as identified in the Final EIR, and further finds that all such effects will be mitigated to less than significant levels with compliance with General Plan policies and implementation of Mitigation Measure GEO-1, as recommended in the Final EIR, which has been adopted by the City and is enforceable through the Development Agreement, MMRP and project conditions of approval.

Facts in Support of Finding:

Seismic Hazards and Ground Shaking

The Project site is relatively flat, sloping gently to the south. In general, the north side of the site is approximately eight (8) feet higher than the southern side over a distance of approximately 3,000 feet. Existing ground surface elevations range from about -112 to -120 feet mean sea level (MSL). Directly adjacent to the western side of the site, an unpaved maintenance road is located at the top of the CVSC on a berm which is approximately two (2) to three (3) feet higher than the Project site at the southern end of the site and approximately eight (8) to 10 feet higher at the northern end.

Although, as with any site in the southern California region, the Project site is susceptible to strong seismic ground shaking in the event of a major earthquake, there are no known active faults crossing through the Project site. Furthermore, major earthquakes typically produce seismic waves that cause ground shaking that can be felt at different strengths based on factors such as the size of the earthquake, distance of the epicenter from a particular location, the topography of the area and the types of soils at a site. The site is not located within an Alquist-Priolo Earthquake Fault Zone. The closest Fault Zone is located over five (5) miles to the east of the site. Therefore, ground rupture due to faulting is considered unlikely at this site and there is no potential impact from earthquake fault rupture at or near the Project site during construction and operation.

Seismic-related Ground Failure (including Liquefaction)

There is the potential for liquefaction to occur at the Project site during a design-level seismic event. The Project site is located within an area mapped by the City as having a potential for soil liquefaction and the site may have the potential for liquefaction, which typically occurs in wet and sandy soils. The Geotechnical Evaluation evaluated the potential for liquefaction according to established industry methods. Based on the preliminary evaluation of the field data, generally isolated and thin layers of silty sands occurring at depths of approximately 10 to 55 feet exhibit a

potential for liquefaction. The magnitude of seismically induced settlement could be on the order of 2 to 3 inches. Therefore, a potentially significant impact could occur relative to liquefaction with Project implementation. However, the use of mat foundations, pile foundations, or ground improvement may be used to mitigate the potential liquefaction settlements and with implementation of Mitigation Measure GEO-1 in areas of the Project site that may be susceptible for liquefaction, impacts would be reduced to less than significant levels.

Landslides

The Geotechnical Evaluation for the Project concluded that the Project site does not contain substantial natural or man-made slopes, and no slopes are proposed with the Project. As a mandatory condition of final Project approval, all buildings and associated improvements on the site would be required to be constructed in accordance with the California Building Standards Code (CBSC), also known as California Code of Regulations, Title 24 (Part 2), and the City of Coachella Building Code (CBC), which is based on the CBSC with local amendments. The CBSC and the CBC (Chapter 15.32) have been specifically tailored for California earthquake conditions and include building standards to ensure that the design and construction of new structures are engineered to withstand the expected ground acceleration that may occur at this site. Earthquake resistant designs include such measures as concrete framing, flexible building diaphragms, anchoring concrete or masonry wall, framing below the base, building separation, and collector elements for seismic stresses. Therefore, through compliance with the applicable City of Coachella grading and construction guidelines, building codes and compliance with the City of Coachella 2035 General Plan Update Policies 1.2, 1.6, 1.7 2.1, 2-3, 2.4, and 2.9 of the Safety Element, which require earthquake resistant building designs, mitigation for ground hazards, slope failures and groundwater resources, as well as conducting field inspections during project grading and construction, potential impacts related to ground shaking and the risk of loss, injury, or death involving rupture of a known earthquake fault and ground failure hazards, would therefore be less than significant during construction and operation.

Therefore, potential impacts associated with landslides would be less than significant, as confirmed in the Draft EIR at page 4.7-27.

Unstable Geologic Unit or Soil

The site has the potential to be subject to impacts related to instability depending on the placement of building loads, structural loads of minor ancillary structures, or thickness of fill.

Mitigation Measures:

To mitigate potential project specific and cumulative impacts to the project being located on a geologic unit or soil that is or would become unstable and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse, the following mitigation measure is hereby adopted and will be implemented consistent with the MMRP:

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| GEO-2 | During the design level of the Project and prior to issuance of a grading permit, the Project applicant shall prepare subsurface explorations and laboratory testing of soil samples and submit to the City for review and approval, which shall be utilized to provide specific design |
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recommendations for the earthwork and structures. Field observation and construction review shall be provided by a licensed professional during grading, excavation, and foundation construction, which shall include recommendations and measures for the removal of surface and near surface soils down to competent materials and their replacement with properly compacted fill.

Finding:

Pursuant to Public Resources Code § 21081(a) and CEQA Guidelines § 15091(a)(1), the City Council finds that for each of the significant impacts related to an unstable geologic unit or unstable soil, including on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse, described above and further discussed in the Final EIR, changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen such significant environmental effects as identified in the Final EIR, and further finds that all such effects will be mitigated to less than significant levels with compliance with General Plan policies and implementation of Mitigation Measure GEO-2, as recommended in the Final EIR, which has been adopted by the City and is enforceable through the Development Agreement, MMRP and project conditions of approval.

Facts in Support of Finding:

Landslide

The Geotechnical Evaluation concluded that the Project site does not contain substantial natural or man-made slopes under existing conditions, and there are no hillsides in the vicinity of the Project site with a potential to expose the site to landslide hazards. In addition, the Project would not construct any permanent slopes onsite. Therefore, potential impacts associated with landslides would be less than significant.

Subsidence

The Geotechnical Evaluation concluded that the potential for subsidence to adversely affect the Project site is considered very low. Therefore, potential impacts associated with subsidence would be less than significant.

Liquefaction and Settlement

The City of Coachella 2035 General Plan Update EIR identifies a majority of the City in general, and the Project site in particular, as being located in a high liquefaction zone. Therefore, the associated risk of lateral spreading from liquefied soils at the proposed Project site is high since lateral spreading occurs when soils liquefy. The Project would be required to comply with all City of Coachella construction guidelines, the City's Building Codes, and the City of Coachella 2035 General Plan Update Safety Element Policies 1.6 and 1.7, which require the preparation of liquefaction assessment studies and appropriate mitigation measures. All buildings constructed on the site would be required to be constructed in accordance with the CBSC's Code of Regulations, Title 24 (Part 2).

The Geotechnical Evaluation indicated that groundwater was typically encountered on the Project site at 14 to 20 feet in borings drilled at the site during soil investigations. As a result of this shallow groundwater, the Project's buildings are at risk of damage due to liquefaction, resulting in a potentially significant impact. As part of the analysis conducted for the Project-specific soils report, grading and construction recommendations were provided to mitigate these impacts, and are listed below. The Project would also be required to comply with all City of Coachella construction guidelines, the City of Coachella 2035 General Plan Update Sustainability + Natural Environment Element Policies 7.1, 7.2 and 7.3, which require the incorporation of adequate stormwater control measures, pollution and soil erosion prevention measures to be undertaken at a project site. With implementation of Mitigation Measures GEO-1 and GEO-2, and compliance with the City's standard requirements, impacts associated with liquefaction will be reduced to less than significant levels.

Based on the conditions encountered at subsurface testing locations at the site, the Geotechnical Evaluation determined that the site has the potential to be subject to settlement. The placement of building loads, structural loads of minor ancillary structures, or a significant thickness of fill has the potential to result in ground surface settlement due to the compression of the undocumented fill at the surface. Construction measures will be required to remove the undocumented fills under structural loads during site grading. Preliminary plans indicate that significant fills are not planned for the project. Provided the undocumented fills have been removed, ground improvement or piles are installed under loaded areas, the potential for settlement to adversely affect the project is considered to be low. As a result, a significant impact could occur, and mitigation is required. As described in Mitigation Measure GEO-2, settlement may be attenuated through the removal of surface and near surface soils down to competent materials and replacement with properly compacted fill. With implementation of Mitigation Measure GEO-2, impacts associated with settlement will be reduced to less than significant levels.

Paleontological Resource or Geological Feature

The Society of Vertebrate Paleontology (SVP) broadly defines significant paleontological resources as fossils and fossiliferous deposits which are generally fossils of large or small identifiable vertebrates. Paleontological resources are typically older than recorded human history (i.e., older than about 5,000 radiocarbon years). Public Resources Code § 5097.5 states "no person shall knowingly and willfully excavate upon, or remove, destroy, injure or deface" any "vertebrate paleontological site" on public lands without the "permission of the public agency having jurisdiction over such lands." Violation of this section is a misdemeanor.

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

Mitigation Measures:

To mitigate potential project specific and cumulative impacts to a unique paleontological resource or site or unique geologic feature, the following mitigation measures are hereby adopted and will be implemented consistent with the MMRP:

- GEO-3 Prior to the start of any and all proposed Project activities, all field personnel shall receive worker's environmental awareness training on paleontological resources. The training shall be developed by a certified paleontologist familiar with the overall area, the site and specific components of the proposed Project. The training shall: a) provide a description of the laws and ordinances protecting fossil resources; b) provide education and means of identification of the types of fossil resources that may be encountered in the Project area; c) identify the role of the paleontological monitor; d) outline the steps that shall be followed in the event that a fossil discovery is made; and e) provide contact information for the Project paleontologist.
- GEO-4 Prior to the commencement of ground-disturbing activities, a certified paleontologist shall be retained to prepare and implement a Paleontological Resources Monitoring and Mitigation Plan (PRMMP) for the proposed Project and submit it to the City for review and approval. The PRMMP shall describe the monitoring required during excavations that extend into Pleistocene age sediments, and the location of areas deemed to have a high paleontological resource potential. Part-time monitoring, or spot checking may be required during shallow ground-disturbances (< 10 feet below ground surface) to confirm that sensitive geologic units are not being impacted. Monitoring shall entail the visual inspection of excavated or graded areas and trench sidewalls.
- GEO-5 In the event that a paleontological resource is discovered, the certified paleontological monitor shall have the authority to temporarily divert the construction equipment around the find until it is assessed for scientific significance and, if appropriate, collected and stored according to professional standards and guidelines. If the resource is determined to be of scientific significance, the Project paleontologist shall implement the recovery of resources, as established in the PRMMP.
- GEO-6 For all excavations and ground disturbance activity (and curation of fossils if necessary) conducted at depths more than 10 feet or in any areas where the paleontologist determines that older deposits are encountered, the Project paleontologist shall prepare a final mitigation and monitoring report outlining the results of the PRMMP. The report shall include discussion of the location, duration and methods of the monitoring, stratigraphic sections, any recovered fossils, and the scientific significance of those fossils, and where fossils were curated. The final report shall be provided to the City of Coachella.

Finding:

Pursuant to Public Resources Code § 21081(a) and CEQA Guidelines § 15091(a)(1), the City Council finds that for each of the significant impacts to a unique paleontological resource or site or unique geologic feature, described above and further discussed in the Final EIR, changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen such significant environmental effects as identified in the Final EIR, and further finds that all such effects will be mitigated to less than significant levels with compliance with General Plan policies and implementation of Mitigation Measures GEO-3 through GEO-6, as recommended in the Final EIR, which have been adopted by the City and are enforceable through the Development Agreement, MMRP and project conditions of approval.

Facts in Support of Finding:

Based on the Paleontological Assessment prepared for the Project, the Project site is immediately underlain by Holocene age surficial alluvial sediments and beneath are older Pleistocene-age Lake Cahuilla deposits. The site and its surroundings are also underlain by surficial sediments of the Holocene period, which are generally too young to contain fossilized material. It was concluded that shallow excavations (approximately 10 feet in depth or less) are unlikely to yield any significant paleontological resources because younger Holocene deposits are void of fossils and near-surface alluvium is usually too young to contain fossils and therefore possess low sensitivity. As a result, no effects to paleontological resources would occur from earth-moving activities at depths of up to 10 feet at the proposed Project site. However, deeper excavations that may extend into older Pleistocene Lake Cahuilla beds are more likely to unearth fossil remains. Older deposits underlying the Project area are considered to have a high paleontological sensitivity because they have proven to yield significant paleontological resources.

Ground-disturbing activities exceeding depths beyond Holocene soils have the potential to significantly impacts paleontological resources. With incorporation of Mitigation Measures GEO-3 through GEO-6, impacts to paleontological resources would be reduced by utilizing certified and trained field personnel to identify, record and preserve any potential paleontological resources discovered on the site. Further, an onsite and qualified paleontologist will be available to monitor and coordinate the use of construction equipment on any portion of the site where paleontological resources are found, thereby reducing further impacts to such resources. Proposed Project impacts would therefore be reduced to less than significant with mitigation.

GREENHOUSE GAS EMISSIONS

GHG Emissions that may Significantly Impact the Environment

Project-related greenhouse gas (GHG) emissions would include emissions from direct and indirect sources associated with construction and operation of the Project. Lead agencies are to make a “good faith effort based to the extent possible on scientific and factual data to describe, calculate or estimate” GHG emissions (14 Cal. Code Regs. § 15064[a]) and to consider the extent to which a project would: increase or reduce GHG emissions; exceed a locally applicable threshold of significance; or comply with “regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of greenhouse gas emissions.” (14 Cal. Code

Regs. § 15064[b]) A project may be found to have a less than-significant cumulative impact related to GHG emissions if it complies with an adopted plan that includes specific measures to sufficiently reduce GHG emissions (14 Cal. Code Regs. § 15064[h][3]).

Mitigation Measures:

To mitigate potential project specific and cumulative impacts associated with greenhouse gas emissions, the following mitigation measure is hereby adopted and will be implemented consistent with the MMRP:

- GHG-1 The Project shall include, but not be limited to, the following improvements, which shall be incorporated into the Project site plans to ensure consistency with adopted statewide plans and programs that are in effect at the time the Building Permits are issued. The Project applicant shall demonstrate compliance with the following measures, prior to issuance of Building Permits:
- o To the maximum extent feasible, all off-road equipment (non-street legal), such as forklifts and street sweepers, used onsite for warehouse operations shall be powered by alternative fuels, electrical batteries or other alternative/non-diesel fuels (e.g., propane or compressed natural gas (CNG)) that do not emit diesel particulate matter, and that are low or zero emissions.
 - o The Project applicant shall require that a minimum of 50 percent of the total Project electrical consumption from operation of the Project on an aggregate, site-wide basis is provided by onsite solar photovoltaic (PV) panels or other onsite renewables sources (i.e., wind turbines, geothermal).
 - o The Project applicant shall require any business that operates in the proposed project and has 20 or more full-time employees shall implement at least one of the following programs:
 - Pre-tax election program to allow employees to exclude wages for commuting costs for transit or vanpools;
 - An employer supplied transit pass;
 - Employer provided transit; or
 - Other, similar demand management programs.
 - o The Project applicant shall require that temporary power poles are installed in the vicinity of each structure to be installed. The temporary power poles shall be installed after completion of grading and prior to the issuance of each building permit. After electrification of the temporary power poles, the Project applicant shall restrict building contractors from using gas-powered generators, compressors and saws and this restriction shall be incorporated into all contracts with building contractors that will work on the proposed Project.

Finding:

Pursuant to Public Resources Code § 21081(a) and CEQA Guidelines § 15091(a)(1), the City Council finds that for each of the significant effects relating to greenhouse gas emissions described above and further discussed in the Final EIR, changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen such significant environmental effects as identified in the Final EIR, and further finds that all such effects will be mitigated to less than significant levels with adherence to all General Plan policies, project design features and implementation of Mitigation Measure GHG-1, as recommended in the Final EIR, which has been adopted by the City and is enforceable through the Development Agreement, MMRP and project conditions of approval.

Facts in Support of Finding:

The applicable plan for the Project is the City of Coachella CAP. For a project to be determined as complying with the CAP and eligible for streamlining, the project must comply with all applicable standards presented in the CAP Development Review Checklist, which appears as Appendix B of the CAP. The analysis in the Final EIR quantified GHG emissions for informational purposes only and determination of significance has been based on a determination of whether the Project has implemented all applicable development standards presented in the CAP Development Review Checklist.

The GHG emissions shown in the analysis contained in Section 4.8 of the Final EIR account for the design features described in EIR Section 2.0, Project Description (Subsection 2.5.2, Project Details) included as Mitigation Measure GHG-1. Project consistency with the CAP Development Review Checklist is described in Final EIR Table 4.8-4, which is incorporated herein by this reference.

Construction of the Project would create 123 MTCO₂e per year in construction emissions when amortized over 30 years as recommended by the SCAQMD GHG Working Group.. Consistent with that recommendation, construction GHG emissions were added to operational GHG emissions for comparison with the GHG significance thresholds. Project development is expected to result in increased GHG emissions and would result in a potentially significant GHG emissions impact without the incorporation of mitigation, largely due to increased VMT, as well as from construction activities, stationary area sources (i.e., natural gas consumption for space and water heating devices, landscape maintenance equipment operations, and use of consumer products), energy consumption, water supply, and solid waste generation. With implementation of Mitigation Measure GHG-1, the Project would comply with the CAP and the Project's operational GHG emissions impacts would be reduced to less than significant levels.

EIR Table 4.8-4, Project Consistency with the City of Coachella CAP Development Review Checklist, outlines the Project's consistency with the CAP Development Review Checklist, with an explanation of how the Project would comply with each project design feature. The Project would implement all applicable development standards presented in the CAP Development Review Checklist. Therefore, consistent with SCAQMD standards and State law, the Project would not generate greenhouse gas emissions during construction and operation, either directly or

indirectly, that may have a significant impact on the environment with implementation of Mitigation Measure GHG-1. Impacts would be reduced to less than significant levels.

Consistency with Applicable Plan, Policy or Regulation

The regulatory setting related to global climate change is addressed through the efforts of various international, federal, state, regional, and local government agencies. These agencies work jointly, as well as individually, to reduce GHG emissions through legislation, regulations, planning, policymaking, education, and a variety of programs.

Mitigation Measures:

To mitigate potential project specific and cumulative impacts associated with the Project conflicting with an applicable plan, policy or regulation adopted for the purpose of reducing greenhouse gas emissions, the following mitigation measure is hereby adopted and will be implemented consistent with the MMRP:

GHG-1

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

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

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

- o The Project applicant shall require any business that operates in the proposed project and has 20 or more full-time employees shall implement at least one of the following programs:

- Pre-tax election program to allow employees to exclude wages for commuting costs for transit or vanpools;
- An employer supplied transit pass;
- Employer provided transit; or
- Other, similar demand management programs.

- o The Project applicant shall require that temporary power poles are installed in the vicinity of each structure to be installed. The temporary power poles shall be installed after completion of grading

and prior to the issuance of each building permit. After electrification of the temporary power poles, the Project Applicant shall restrict building contractors from using gas-powered generators, compressors and saws and this restriction shall be incorporated into all contracts with building contractors that will work on the proposed Project.

Finding:

Pursuant to Public Resources Code § 21081(a) and CEQA Guidelines § 15091(a)(1), the City Council finds that for impacts caused by the Project conflicting with an applicable plan, policy or regulation adopted for the purpose of reducing greenhouse gas emissions, described above and further discussed in the Final EIR, changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen such significant environmental effects as identified in the Final EIR, and further finds that all such effects will be mitigated to less than significant levels with adherence to all General Plan policies, project design features and implementation of Mitigation Measure GHG-1, as recommended in the Final EIR, which has been adopted by the City and is enforceable through the Development Agreement, MMRP and project conditions of approval.

Facts in Support of Findings:

2022 Scoping Plan Consistency

The Project would be required to comply with applicable current and future regulatory requirements under the 2022 Scoping Plan, including the following current transportation sector policies (through vehicle manufacturer compliance): Advanced Clean Cars II, Advanced Clean Trucks, Advanced Clean Fleets, Zero Emission Forklifts, the Off-Road Zero-Emission Targeted Manufacturer rule, Clean Off-Road Fleet Recognition Program, In-use Off-Road Diesel-Fueled Fleets Regulation, Off-Road Zero-Emission Targeted Manufacturer rule, Clean Off-Road Fleet Recognition Program, Amendments to the In-use Off-Road Diesel-Fueled Fleets Regulation, carbon pricing through the Cap-and-Trade Program, and the Low Carbon Fuel Standard. As such, the Project would be consistent with the 2022 Scoping Plan.

Consistency with the Southern California Association of Governments Connect SoCal (2020–2045 Regional Transportation Plan/Sustainable Communities Strategy)

SCAG is responsible for developing long-range transportation plans and sustainable strategies for the region in accordance with federal and state law and planning requirements. The Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) would meet the applicable 2035 GHG emissions reduction target for automobiles and light trucks of a 19 percent per capita reduction by 2035 relative to 2005 levels. The Project would develop an industrial and business park facility; it would not involve new residential development introducing direct population growth. The Project could generate approximately 741 jobs, but it is reasonable to assume that the new jobs could be filled by existing residents of the City and Coachella Valley region. Therefore, there would not be a substantial growth in population, and the Project would be consistent with the City and regional population growth projections.

City of Coachella CAP

The Project would be consistent with the City of Coachella CAP since it would implement all applicable development standards presented in the CAP Development Review Checklist.

The Project would not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases. With implementation of Mitigation Measure GHG-1, impacts relative to GHG emissions would be reduced to less than significant.

The City Council considered the comments received on the Draft EIR regarding GHG emissions, including the letter from Advocates for the Environment dated September 3, 2025 (Comment Letter No. 13), which advocates for the City's adoption of a requirement that the Project be "net zero" with respect to GHG emissions, and asserts that the City's adopted Climate Action Plan (CAP) is inadequate, inconsistent with CARB 2022 Scoping Plan described above, and fails to satisfy the requirements of a valid GHG emissions reduction plan under CEQA Guidelines §15183.5(b). The City Council rejects these assertions as inaccurate and inconsistent with the City Council's lawful adoption of the CAP in connection with its adoption of the most recent General Plan Update. This adoption of the CAP reflects the City Council's careful balancing of the policies supporting GHG emissions reductions, as well as the other important policies reflected in the City's General Plan, including the creation of additional economic opportunities within the City and the need to generate additional tax revenue to fund vital City services. The City Council finds that the CAP appropriately balances these City policies and properly establishes GHG emissions reduction targets to help the City meet the statewide targets required under SB 32, including exceeding those reduction targets by reducing GHG emissions to a level of 49% below 2010 levels by 2035 and 80% below 1990 levels by 2050. The CAP properly adopts specific climate-ready development standards that directly implement the City's plan to achieve these targets, and the Project implements these established development standards.

The City Council further finds that the Project complies with the CAP and is consistent with the CARB 2022 Scoping Plan. The City Council hereby incorporates the responses to comments in the Final EIR regarding GHG Emissions, including without limitation Response to Comment Nos. 13-2, 13-3, 13-4, 13-8, 13-9, 13-10, 12-16 and 13-7, as well as the supporting technical report by subject matter expert Vista Environmental dated October 2, 2025, and included in the Final EIR as Attachment B2.

HAZARDS AND HAZARDOUS MATERIALS

Release of Hazardous Materials

The term "hazardous material" is defined in the State of California's Health and Safety Code § 25501(n)(1) as: "[Any material] that, because of its quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released into the workplace or the environment." "Hazardous materials" include, but are not limited to, hazardous substances, hazardous waste, and any material that a handler or the administering agency has a reasonable basis for believing would be injurious to the health and safety of persons or harmful to the environment if released into the workplace or the environment.

Mitigation Measures:

To mitigate potential project specific and cumulative impacts associated with the release of hazardous materials into the environment, the following mitigation measure is hereby adopted and will be implemented consistent with the MMRP:

- HAZ-1 Prior to any ground disturbing activity on the site, a soils investigation shall be conducted by a qualified soils engineer to assess the pesticide contamination levels in the Project site's soils. If the pesticide contamination levels exceed USEPA Regional Screening Levels for pesticides, the Project Applicant shall implement a soils management program to reduce the soil's pesticide concentration levels to below USEPA Regional Screening Levels through soils excavation, removal and offsite disposal in compliance with all applicable USEPA regulations. All activities shall be coordinated with the City of Coachella and the County of Riverside Department of Environmental Health.

Finding:

Pursuant to Public Resources Code § 21081(a) and CEQA Guidelines § 15091(a)(1), the City Council finds that for impacts caused by the release of hazardous materials into the environment, described above and further discussed in the Final EIR, changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen such significant environmental effects as identified in the Final EIR, and further finds that all such effects will be mitigated to less than significant levels with implementation of HAZ-1, as recommended in the Final EIR, which has been adopted by the City and is enforceable through the Development Agreement, MMRP and project conditions of approval.

Facts in Support of Findings:

Construction Impacts

During Project construction, there is a possibility of accidental release of hazardous substances such as petroleum-based fuels or hydraulic fluids used for construction equipment. However, the level of risk associated with the accidental release of hazardous substances is not considered significant due to the small volume and low concentration of hazardous materials utilized during construction. As required by various State laws, the construction contractor is required to use standard construction controls and safety procedures that would avoid and minimize the potential for accidental release of such substances into the environment. Standard construction practices would be observed such that any materials released are appropriately contained and remediated as required by local, State, and Federal law. Therefore, a less than significant impact would occur.

Operational Impacts

The Project would include uses onsite that are consistent with the City's industrial zoning and General Plan designation thus allowing for industrial, research and development uses as well as retail and office uses at the site. It is anticipated that long term operations on the site would involve storage of personal vehicles that may require light maintenance work on site and may involve the storage and use of limited quantities of solvents, oils and similar hazardous materials for personal

vehicle maintenance and upgrades. No commercial or industrial scale automotive repair facilities would be located on the site. In addition, the proposed IID substation at the northern end of the property may include transformers and other components that could contain small quantities of hazardous materials. The City's zoning for the site is currently MH – Heavy Industrial which would be amended to MS-IP (Manufacturing Services-Industrial Park) and C-G (General Commercial) in order to allow for the uses under the Project.

Although the type and quantity of the materials described above cannot be identified with specificity at this time, most of the land uses at the Project site would not be expected to generate or transport hazardous materials in quantities large enough to present a significant threat to the public or the environment. Those that do would be required to register with the Department of Toxic Substances Control (DTSC) as small quantity generators and comply with all applicable regulation regarding storage and transport of hazardous materials under the Resource Conservation and Recovery Act (RCRA) and other federal, State, and local regulations. Businesses would be required to submit hazardous material Business Plans to the Certified Unified Program Agency (CUPA) or the Riverside County Department of Environmental Health, and update them regularly, and to adhere to all California Fire Code and Building Code requirements for hazardous material storage. The County of Riverside's Department of Environmental Health requires that facilities storing hazardous materials prepare a Hazardous Materials Business Plan (HMBP). The information from the HMBP is made available to first responders in the County for emergency response activities. All handlers are required to disclose hazardous materials in the HMBP.

Compliance with all applicable regulations would ensure that risks from hazardous material storage and use in the proposed commercial areas would be minimized. There would be no significant threat to the public or the environment. Since the potential for the presence of pesticides on the site from past uses has been identified as an REC, adherence to City of Coachella 2035 General Plan Update Safety Element Policies 5.1, 5.2, 5.3, 5.8 and 5.11, which address the safe transport, use, disposal and storage of hazardous materials, in addition to limiting the use of pesticides and herbicides would ensure that the proposed Project would limit exposure to hazardous materials to any employees and visitors to the site. In addition, the Phase I Environmental Site Assessment (ESA, Appendix F1 of the Draft EIR) for the Project recommends that a soils investigation be done prior to grading permit issuance to assess pesticide concentration levels in the site's soils. If pesticide concentration levels exceed regulatory agency screening levels, soil remediation would be implemented to ensure pesticide concentration levels would be reduced below the regulatory agency screening levels, using generally accepted methodologies, such as soil excavation and onsite or offsite disposal, as described in Mitigation Measure HAZ-1. With implementation of this measure, pesticide impacts would be reduced to a less than significant level.

NOISE

Consistency with Established Standards

The Federal Transit Administration (FTA) provides guidelines that can be considered reasonable criteria for construction noise assessment. The State of California's noise insulation standards for nonresidential uses are codified in the CALGreen. CALGreen noise standards are applied to new

or renovation construction projects in California to control interior noise levels resulting from exterior noise sources.

The City's General Plan Noise Element addresses excessive noise exposure and guides community planning for the regulation of noise. The City's Noise Control Ordinance is contained in the Coachella Municipal Code, Title 7, Chapter 7.04, Noise Control. The Coachella Municipal Code establishes sound level limits related to stationary noise sources to control noise emanating from one property to another.

Mitigation Measures:

To mitigate potential project specific and cumulative impacts associated with the project generating temporary or permanent noise levels in excess of established standards, the following mitigation measure is hereby adopted and will be implemented consistent with the MMRP:

- | | |
|-------|--|
| NOI-1 | The Project Construction Contractor shall ensure adherence to the following noise reduction requirements during Project construction: <ul style="list-style-type: none">• The use of exhaust mufflers, and engine shrouds, that reduce equipment noise levels by approximately 10 dBA shall be required.• Construction equipment staging areas shall be located the furthest distance possible from nearby noise-sensitive land uses, located on the central and western portions of the Project site, away from Airport Boulevard and the neighboring existing residential uses. |
|-------|--|

Finding:

Pursuant to Public Resources Code § 21081(a) and CEQA Guidelines § 15091(a)(1), the City Council finds that for impacts caused by the project generating temporary or permanent noise levels in excess of established standards, described above and further discussed in the Final EIR, changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen such significant environmental effects as identified in the Final EIR, and further finds that all such effects will be mitigated to less than significant levels with implementation of NOI-1, as recommended in the Final EIR, which has been adopted by the City and is enforceable through the Development Agreement, MMRP and project conditions of approval.

Facts in Support of Finding:

Construction Impacts

Construction noise for any project typically occurs intermittently and varies depending upon the nature or phase (e.g., demolition/land clearing, grading, excavation, erection) of construction, and equipment used (such as earth movers, material handlers, and portable generators). Typical noise levels for the construction equipment associated with the Project range from approximately 77 to 85 dBA Lmax at 50 feet. Typical operating cycles may involve 2 minutes of full power, followed by 3 to 4 minutes at lower settings. Average hourly noise levels associated with construction equipment generally range from approximately 72 to 82 dBA Leq at 50 feet (FHWA 2008). The City has not adopted noise standards that apply to short-term construction activities. However, based on screening noise criteria commonly recommended by the FTA, construction activities are

generally considered to have a potentially significant impact if average-hourly daytime noise levels exceed 80 dBA Leq or if average-hourly nighttime noise levels exceed 70 dBA Leq at noise-sensitive land uses.

There is an existing single-family residential neighborhood directly south of the Project site and Airport Boulevard. There are no other residential land uses in the Project area that are close enough to the Project site to be affected by Project construction noise. Construction noise at the nearest sensitive receptor located approximately 60 feet south of the Project site would range between 86 and 89 dBA Leq. Noise levels will be the loudest during the grading phase. Noise levels at this receptor and others near to it would exceed the FTA daytime standard of 80 dBA. Construction noise is not expected to exceed the nighttime noise standard of 70 dBA Leq because construction is limited to daytime hours per Coachella Municipal Code § 7.04.070, Construction Activities. Therefore, Mitigation Measure NOI-1 is required to reduce construction noise at the residences located south of the Project site to reduce daytime construction noise levels to 80 dBA Leq or below. The mitigation measure includes muffler and engine shroud requirements, and the location of staging areas at the farthest possible distance from the existing residences to the south. The former will result in a reduction of approximately 10 dB in noise levels, which will reduce the noise levels to less than 80 dBA Leq, consistent with the FTA standard. These measures, combined with the City's Municipal Code limitations on construction hours, will reduce construction noise impacts to less than significant levels.

Operational Impacts

On-site Stationary Noise Sources

On-site stationary source noise levels of primary concern would include a drive-thru restaurant, commercial-use HVAC units, warehouse mechanical equipment, commercial-use loading docks, and onsite vehicle parking areas, and the electrical substation:

Drive-Thru Restaurant. The Project includes a drive-thru restaurant located near the southern boundary of the site. Noise levels associated with drive-thru restaurants are typically and largely attributable to the operation of the drive-thru speaker box. Based on noise measurement data obtained from similar drive-thru operations, operational noise levels associated with speaker boxes and vehicle idling at the proposed drive-thru restaurant at the site, would result in average noise levels of approximately 55 dBA Leq at 30 feet from the speaker box. Since the Project's future tenants are unknown at this time, the potential hours of operation of future drive-thru restaurant businesses are unknown. However, there are currently several existing 24-hour drive-thru restaurants in the City, as they are not prohibited in the City's Noise Control Ordinance (contained in the Coachella Municipal Code, Title 7, Chapter 7.04, Noise Control.)

Commercial Use Air Conditioning Units. Stationary source noise levels associated with the commercial development would be predominantly associated with the use of exterior air conditioning units. Commercial use air conditioning units would be located on rooftop areas and shielded from direct public exposure. Noise levels associated with commercial air conditioning units can range from 60 to 65 dBA Leq at 3 feet.

Warehouse Mechanical Equipment. Noise sources commonly associated with warehouse uses include mechanical equipment such as backup power generators, trash compactors, and refrigeration condensing units. Noise levels associated with these types of equipment can vary depending on various factors, including equipment size, location, and hours of operation. Based on measurement data obtained from representative equipment, operational noise levels associated with backup power generators can reach levels of approximately 78 dBA Leq at 50 feet. Refrigeration condensers and trash compactors can generate noise levels of up to approximately 60 dBA Leq at 50 feet.

Warehouse Loading Docks. The Project includes larger warehouses with loading docks located near the northern boundary of the site. Based on representative noise measurement data obtained from similar warehouse uses, noise levels associated with outdoor loading dock operations and material handling activities can generate noise levels of approximately 65 dBA Leq at 50 feet.

On-Site Parking Areas. The Project would include multiple parking areas dispersed throughout the site. Noise levels associated with parking lots typically include vehicle operations, the opening and closing of vehicle doors, and the operation of vehicle sound systems. Parking lot noise levels can vary depending on a number of factors, including the number of parking spaces and site design. Proposed onsite parking areas would range in size from approximately 23 to 179 parking spaces. Assuming that all spaces would be accessed over an approximate one-hour period, average-hourly noise levels associated with parking areas of these sizes would range from approximately 49 to 58 dBA Leq at 50 feet.

Electrical Substation. The Project features an electrical substation located within the northern portion of the site. This IID facility would include a 1-25 megavolt ampere (MVA) 92/13.2 kilovolt (kV) transformer and a 92 kV transmission line and distribution system. The proposed IID substation would likely also require a cooling system. Noise generated by the electrical substation would be predominantly associated with transformers. To a lesser extent, noise would also be generated by transmission lines, switches, and cooling equipment. Based on data obtained for similar facilities, operational noise levels of a similar-sized electrical substation would range from approximately 60 to 80 dBA Leq at 6 feet.

Cumulative On-Site Stationary Noise Sources Impacts

To be conservative, operational impacts associated with the stationary sources at nearby land uses were assessed cumulatively, assuming that all onsite noise sources would operate simultaneously. Predicted on-site noise levels also include vehicle movement associated with haul trucks traveling to and from the proposed warehouses, as well as vehicle traffic associated with other onsite land uses (e.g, parking areas, gas station, drive-thru restaurant, site entrances). Predicted noise levels were calculated for daytime and nighttime operations. Based on information obtained from the Project Applicant, daytime operations for most on-site land uses, excluding the gas station mini-mart, would extend from 7:00 am to 9:00 pm. The gas station is anticipated to operate until midnight. Predicted cumulative noise levels at nearby land uses are summarized in EIR Table 4.13-9 and compared to applicable County noise standards for determination of impact significance. Predicted cumulative noise levels would not exceed applicable County daytime or nighttime noise standards. As a result, this impact would be considered less than significant.

Roadway Traffic Noise

The potential for Project generated vehicle traffic to result in substantial increases in ambient noise levels was assessed by calculating the existing and existing plus project noise levels (by project phase) along each affected road segment and determining whether the increase that would result with Project implementation would be considered substantial. Existing and existing plus project traffic noise levels were calculated for four segments of Airport Boulevard for 2027 (opening year conditions), 2030, and 2045. Implementation of the Project would result in predicted increases in existing traffic noise levels of approximately 0.8 dBA CNEL/Ldn, or less; perceptible changes in ambient noise levels do not typically occur at levels below 3 dBA.

Predicted increases in the future year 2030 traffic noise levels along area roadways with the implementation of the Project would be approximately 0.2 dBA CNEL/Ldn or less as shown in Table 4.13.11 of the EIR. Increases in traffic noise along other area roadways would be less. Implementation of the Project would not result in a readily noticeable increase (i.e., 5 dBA or greater) along area roadways that would exceed applicable standards.

Predicted future year 2045 traffic noise levels, with and without the proposed Project, along area roadways with the implementation of the project would be approximately 0.2 dBA CNEL/Ldn or less as shown in Table 4.13.12 of the EIR. Increases in traffic noise along other area roadways would be less. Implementation of the Project would not result in a readily noticeable increase (i.e., 5 dBA or greater) along area roadways that would exceed applicable standards. Implementation of the Project would not result in substantial increases in either near-term or future traffic noise levels along area roadways. Therefore, impacts related to traffic noise along area roadways would be less than significant.

Compatibility of Proposed Land Uses

The compatibility of proposed land uses was evaluated in comparison to the City's noise standards for land use compatibility. The compatibility of proposed land uses was evaluated based on predicted future year traffic noise conditions for SR 86 and Airport Boulevard. Future year traffic volumes for SR 86 were derived from the City of Coachella General Plan (City of Coachella 2015). The City of Coachella's "Clearly Compatible" noise standards for office uses are 65 dBA CNEL/Ldn and 70 dBA CNEL/Ldn for commercial and industrial uses. Based on the traffic noise modeling conducted for future year conditions, predicted on-site traffic noise levels would range from approximately 68 to 75 dBA CNEL/Ldn. In comparison to the City's land use compatibility noise standards, predicted exterior noise levels at some proposed on-site office, and warehouse land uses would exceed the City's "Clearly Compatible" noise standard of 65 and 70 dBA CNEL/Ldn respectively. Predicted noise levels at these land uses would, however, fall within the "Normally Compatible" range. Based on the City's General Plan, construction of land uses within the "Normally Compatible" range shall only be undertaken after "an analysis of the noise reduction requirements is made and needed noise insulation features included in the design are determined. Conventional construction with closed windows and fresh air supply systems or air conditioning will normally suffice." (City of Coachella 2015).

With regard to the proposed on-site commercial and industrial uses, noise-sensitive interior areas would be largely limited to interior offices and meeting rooms. For such areas, an interior noise

level of 52 dBA Leq is typically recommended (Caltrans 2022). For newer building construction subject to current building insulation requirements, the average exterior-to-interior noise reductions typically range from approximately 25 to 30 dBA. Proposed on-site land uses would be constructed in compliance with current Green Building Code standards and fresh air supply systems incorporated per current regulatory requirements. Based on the predicted noise levels noted below and assuming a minimum exterior-to-interior noise reduction of 25 dBA, predicted interior noise levels of proposed on-site commercial and industrial uses would be approximately 50 dBA Leq, or less. Predicted interior noise levels would not exceed the commonly applied interior noise standard of 52 dBA Leq. In addition, no noise-sensitive outdoor areas (e.g., outdoor seating) are associated with the proposed small businesses or warehouses. As a result, this impact would be less than significant.

The City Council has considered the comments regarding potential noise impacts from the Project, including but not limited to Comment Nos. 16-25 through 16-30 and the supporting materials submitted by the Adams Broadwell firm on behalf of CARE. The City Council finds those comments unpersuasive and rejects the assertion that the Project will have significant and unmitigated noise impacts as being based on inaccurate assumptions. Rather, the City Council finds persuasive and hereby adopts as accurate the Final EIR responses to these comments and the supporting technical analysis by subject matter expert Ambient Air Quality and Noise Consulting, dated October 21, 2025, and included in the Final EIR as Attachment H2, which are incorporated by this reference.

TRANSPORTATION

Consistency with a Circulation System, Plan or Policy

With adoption of SB 743, the CEQA Guidelines replaced Level of Service (LOS) as the metric for evaluating transportation impacts under CEQA. The replacement metric for transportation impacts required under CEQA Guidelines § 15064.3 is VMT. Therefore, information related to LOS is provided for informational purposes only and to ensure consistency with the General Plan and is not provided to analyze potentially significant CEQA impacts of the proposed Project.

The study area for the Project was developed in coordination with City staff, consistent with the Riverside County Transportation Analysis Guidelines for LOS and VMT (Guidelines) (December 2020) and included all intersections of “Collector” or higher classification streets at which the proposed Project will add 50 or more peak hour trips, consistent with the City’s policies for the preparation of traffic analyses.

New development projects within the City are required to provide needed infrastructure improvements to meet the demand created by the development and to design any off-site improvements to ensure construction of the local and regional transportation networks to their ultimate classifications. Payment toward the Coachella Valley Association of Governments (CVAG) Transportation Uniform Mitigation Fee (TUMF) is the Project’s fair share contribution to the planned improvements to the roadways and intersections identified as cumulative regional traffic deficiencies.

Pursuant to Coachella Municipal Code Chapter 4.45, Development Impact Fees, the City collects Development Impact Fees (DIF) for public facilities in order to mitigate environmental impacts derived from projects. The fees are required on applicable residential, commercial and industrial developments and funds collected via these fees are used to construct, expand, or rehabilitate public facilities, including transportation facilities (i.e., roadways), within the City. Payment of the City's DIF is the Project's fair share payment toward local roadway and intersection improvements needed to address cumulative traffic increases within the City.

Mitigation Measures:

To mitigate potential project specific and cumulative impacts associated with the project conflicting with program, plan, or policy addressing the City's circulation system for transit, roadway, bicycle and pedestrian facilities, the following mitigation measures are hereby adopted and will be implemented consistent with the MMRP:

- | | |
|-------|--|
| TRA-1 | All necessary plans, permits or approvals, including but not limited to traffic control plans, encroachment or other permits from Caltrans, Union Pacific Railroad, Imperial Irrigation District and others, shall be prepared by the Construction Contractor for and approved by the City prior to the initiation of site disturbance such as grading, excavation, hauling, paving and other construction activities where public streets may be affected. Prior to the initiation of site improvements, the Project applicant shall confer with the appropriate Coachella Public Works Department, Caltrans and the Union Pacific Railroad to ensure that construction activities and traffic control are carried out in a manner that causes minimal disruption to traffic on adjoining facilities. |
| TRA-2 | The final location and design of construction staging and access shall comply with any applicable City access and design standards, and be reviewed by the Project Engineer. The Project applicant shall submit traffic control plans to the City prior to the issuance of grading and/or construction permits. |

Finding:

Pursuant to Public Resources Code § 21081(a) and CEQA Guidelines § 15091(a)(1), the City Council finds that for impacts associated with the project conflicting with program, plan, or policy addressing the City's circulation system for transit, roadway, bicycle and pedestrian facilities, described above and further discussed in the Final EIR, changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen such significant environmental effects as identified in the Final EIR, and further finds that all such effects will be mitigated to less than significant levels with implementation of TRA-1 and TRA-2, as recommended in the Final EIR, which have been adopted by the City and are enforceable through the Development Agreement, MMRP and project conditions of approval.

Facts in Support of Finding:

Construction Impacts

Short-term construction-related traffic impacts would occur with Project implementation along Airport Boulevard and at the on- and off-ramps at SR 86 associated with the delivery of construction materials and equipment, removal of construction debris, and parking for construction workers. Overall, vehicular and truck traffic generated during Project construction would result in total volumes higher than existing conditions, which could result in a potentially significant impact relative to transportation and circulation. However, these construction-related impacts would be reduced to a less than significant level with implementation of a traffic control plan, to be established prior to issuance of any construction or demolition permits.

Mitigation Measure TRA-1 requires that the Project applicant prepare and submit to the City all necessary plans, permits or approvals, including but not limited to traffic control plans, encroachment or other permits from Caltrans, Union Pacific Railroad, and Imperial Irrigation District, for City approval prior to the initiation of site disturbance such as grading, excavation, hauling, paving and other construction activities where public streets may be affected. In addition, prior to the initiation of site improvements, the Project applicant is required to confer with the Coachella Public Works Department, Caltrans and the Union Pacific Railroad to ensure that construction activities and traffic control are carried out in a manner that causes minimal disruption to traffic on adjoining facilities. Mitigation Measure TRA-2 requires that the final location and design of construction staging areas and access complies with any applicable City access and design standards, and be reviewed by the Project engineer. The Project applicant is required to submit traffic control plans to the City prior to the issuance of grading and/or construction permits. With implementation of Mitigation Measures TRA-1 and TRA-2, the Project's construction-related transportation impacts would be reduced to a less than significant level.

Operational Impacts

The Project would add an industrial business park to a currently vacant parcel in the City, with improved ingress/egress and access along Airport Boulevard. Consistent with the County guidelines, the Project's TIA identifies LOS deficiencies for compliance with City of Coachella 2035 General Plan Update. Deficiencies and improvements may be incorporated into project conditions of approval as deemed satisfactory to the City Engineer. The City of Coachella has established LOS "D" as the minimum allowable level of service at intersections. Therefore, any intersection operating at LOS "E" or worse is considered deficient.

Opening Year 2027

Under the Opening Year 2027 Plus Project scenario, the Project would be required to construct, as a condition of approval, a signalized intersection at the Airport Boulevard and Project Driveway intersection. As set forth in Table 4.17-5 in the Draft EIR all analyzed intersections would operate at an acceptable LOS under the Opening Year 2027 scenario except for the following:

- Avenue 54 and Grapefruit Boulevard during AM and PM peak hour (LOS F)
- Tyler Street and Grapefruit Boulevard during AM and PM peak hour (LOS F)

These deficiencies occur whether or not the Project is constructed. In order to improve the level of service and ensure that the Project's operational transportation impacts remain less than significant with regard to conflicts with programs, plans, or policies addressing the City of Coachella's circulation system, the following transportation improvements are recommended with or without the Project:

- Avenue 54 and Grapefruit Boulevard – Signalize the intersection with no changes to existing configuration of 1 left, 1 through, and 1 right turn lane in northbound, southbound, and westbound directions, and 1 shared left/through/right in eastbound direction.
- Tyler Street and Grapefruit Boulevard – Signalize the intersection with no changes to existing configuration of 1 shared left/through lane in northbound direction, 1 right and 1 through lane in southbound direction, and 1 shared left/right lane in eastbound direction.

The Project contributes to the deficiency at Avenue 54 and Grapefruit Boulevard and will contribute toward the improvement via fee payment to City of Coachella DIF and CVAG TUMF programs for Projects B-349 and B-350. The Project contributes to the deficiency at Tyler Street and Grapefruit Boulevard and will also contribute toward this improvement via fee payment to City of Coachella DIF and CVAG TUMF programs for Project B-349.

The Project would have a capacity deficiency under Opening Year 2027 Plus Project Conditions on Grapefruit Boulevard between Avenue 54 and Tyler Street. Widening the roadway to its ultimate 6-lane major arterial classification would increase the capacity of the roadway and result in an acceptable LOS. The Project would contribute toward this improvement via fee payment to City of Coachella DIF and CVAG TUMF programs for Project B-349.

The deficient locations would be improved to delays less than Opening Year 2027 Baseline conditions with the implementation of the proposed improvements. The intersections of Avenue 54 and Grapefruit Boulevard and Tyler Street and Grapefruit Boulevard warrant a traffic signal under Opening Year 2027. Therefore, with implementation of the recommended improvements and payment of the City of Coachella DIF and CVAG TUMF fees, the Project's operational impacts under Opening Year 2027 Conditions would be less than significant.

Opening Year 2030

The Project proposes a signalized intersection at the Airport Boulevard and Project Driveway intersection under Opening Year 2030 scenarios. As set forth in Table 4.17-9 in the Draft EIR all analyzed intersections would operate at an acceptable LOS under Opening Year 2030 Baseline Conditions except for the following:

- Avenue 54 and Grapefruit Boulevard during AM and PM peak hour (LOS F)
- Tyler Street and Grapefruit Boulevard during AM and PM peak hour (LOS F)

The following transportation improvements are recommended at the identified deficient locations:

- Avenue 54 and Grapefruit Boulevard – Signalize the intersection with no changes to existing configuration of 1 left, 1 through, and 1 right turn lane in northbound, southbound, and westbound directions, and 1 shared left/through/right in eastbound direction. Project

will contribute toward this improvement via fee payment to City of Coachella DIF and CVAG TUMF programs for Projects B-349 and B-350.

- Tyler Street and Grapefruit Boulevard – Signalize the intersection signalization with no changes to existing configuration of 1 shared left/through lane in northbound direction, 1 right and 1 through lane in southbound direction, and 1 shared left/right lane in eastbound direction. Project will contribute toward this improvement via fee payment to City of Coachella DIF and CVAG TUMF programs for Project B-349.

The Project would have a capacity deficiency under Opening Year 2030 Plus Project Conditions on Grapefruit Boulevard between Palm Street and Avenue 54 and Avenue 54 and Tyler Street. Widening the roadway to its ultimate 6-lane major arterial classification would increase the capacity of the roadway and result in an acceptable LOS. The Project would contribute toward this improvement for Project B-349.

After the implementation of the improvements described above, all deficient locations will result in improved capacities to accommodate Opening Year 2030 Plus Project conditions with the implementation of the proposed transportation improvements. The Project will contribute toward this improvement for Project B-349. Therefore, with implementation of the recommended improvements and payment of City of Coachella DIF and CVAG TUMF fees, the Project's operational impacts under Opening Year 2030 Conditions would be less than significant.

Opening Year 2033

The Project proposes a signalized intersection at the Airport Boulevard and Project Driveway intersection under Opening Year 2033 scenarios. As set forth in Table 4.17-13 in the Draft EIR all analyzed intersections would operate at an acceptable LOS under Opening Year 2033 Baseline Conditions except for the following:

- Airport Boulevard and Filmore Street during AM (LOS E) and PM peak hour (LOS F)
- Avenue 54 and Grapefruit Boulevard during AM and PM peak hour (LOS F)
- Tyler Street and Grapefruit Boulevard during AM and PM peak hour (LOS F)

The following transportation improvements are recommended at the identified deficient locations:

- Airport Boulevard and Filmore Street – Signalize the intersection with no changes to existing configuration of 1 shared left/through/right lane on all approaches. Project will contribute toward this improvement via fee payment to the City of Coachella DIF program and CVAG TUMF.
- Avenue 54 and Grapefruit Boulevard – Signalize the intersection with no changes to existing configuration of 1 left, 1 through, and 1 right turn lane in northbound, southbound, and westbound directions, and 1 shared left/through/right in eastbound direction. Project will contribute toward this improvement via fee payment to City of Coachella DIF and CVAG TUMF programs for Projects B-349 and B-350.
- Tyler Street and Grapefruit Boulevard – Signalize the intersection signalization with no changes to existing configuration of 1 shared left/through lane in northbound direction, 1 right and 1 through lane in southbound direction, and 1 shared left/right lane in eastbound

direction. Project will contribute toward this improvement via fee payment to City of Coachella DIF and CVAG TUMF programs for Project B-349.

The Project would have a capacity deficiency under Opening Year 2033 Plus Project Conditions on Grapefruit Boulevard between Palm Street and Avenue 54 and Avenue 54 and Tyler Street. Widening the roadway to its ultimate 6-lane major arterial classification would increase the capacity of the roadway and result in an acceptable LOS. The Project would contribute toward this improvement via fee payment for Project B-349.

After the implementation of the improvements described above, all deficient locations will be improved to delays less than Opening Year 2033 Baseline conditions with the implementation of the proposed transportation improvements. While the PM peak hour conditions at Intersection Nos. 7 and 8 are still considered deficient until the ultimate General Plan buildout improvements are constructed, consistent with the City of Coachella DIF and CVAG TUMF programs, the identified improvements will improve conditions at these intersections as compared to the 2033 No Project condition with no improvements. In addition to the intersections that already warrant a traffic signal under Opening Year 2027 Conditions, the intersection of Airport Boulevard and Filmore Street warrants a traffic signal under Opening Year 2033 Conditions. Therefore, with implementation of the recommended improvements and payment of City of Coachella DIF and CVAG TUMF fees, the Project's operational impacts under Opening Year 2033 Conditions would be less than significant.

Buildout Year 2045

The following network improvements are assumed under Buildout 2045 scenarios:

- A signalized intersection at the Airport Boulevard and Project Driveway (warranted in accordance with the California Manual on Uniform Traffic Control Devices (MUTCD) Figure 4C-103(CA))
- For the purpose of roadway segment capacity analysis only, the buildout classification of 6-lane urban arterial for Airport Boulevard and Grapefruit Boulevard is assumed, consistent with the City of Coachella General Plan.

As set forth in Table 4.17-17 in the Draft EIR all analyzed intersections would operate at an acceptable LOS under Buildout 2045 Baseline Conditions except for the following:

- Airport Boulevard and Filmore Street during AM and PM peak hour (LOS F)
- Avenue 54 and Grapefruit Boulevard during AM and PM peak hour (LOS F)
- Tyler Street and Grapefruit Boulevard during AM and PM peak hour (LOS F)

The following transportation improvements are recommended at the identified deficient locations:

- Airport Boulevard and Filmore Street – Signalize the intersection with no changes to existing configuration of 1 shared left/through/right lane on all approaches. Project will contribute toward this improvement via fee payment to the City of Coachella DIF program and CVAG TUMF.

- Airport Boulevard and SR 86 SB Ramps – Add 1 exclusive left turn lane in the southbound direction. Project will contribute toward this improvement via fee payment to City of Coachella DIF and CVAG TUMF programs for Project B-503.
- Avenue 54 and Grapefruit Boulevard – Signalize the intersection with no changes to existing configuration of 1 left, 1 through, and 1 right turn lane in northbound, southbound, and westbound directions, and 1 shared left/through/right in eastbound direction. Project will contribute toward this improvement via fee payment to City of Coachella DIF and CVAG TUMF programs for Projects B-349 and B-350.
- Tyler Street and Grapefruit Boulevard – Signalize the intersection with 1 right and 1 through lane in southbound direction, 1 shared left/right lane in eastbound direction and reconfigure northbound approach for 1 through lane and add 1 exclusive northbound left turn lane due to greater than 100 left turns per the Guidelines Appendix C. 125 ft storage length is assumed in analysis as determined by methodology in Caltrans Highway Design Manual Index 405.2(2)(e) and Buildout 2045 Plus Project left turn peak hour volume of 131 vehicles. The Project will contribute toward this improvement via fee payment to City of Coachella DIF and CVAG TUMF programs for Project B-349.

All deficient locations will be improved to delays less than Buildout Year 2045 Baseline conditions with the implementation of the proposed transportation improvements (but as explained above will still operate at deficient levels until the full General Plan buildout improvements are completed). Traffic signal warrant worksheets for deficient intersections that already warrant a traffic signal under Opening Year 2027. All analyzed roadway segments would operate at an acceptable LOS under Buildout 2045 Conditions.

All analyzed roadway segments would operate at an acceptable LOS under Buildout 2045 Conditions. Therefore, with implementation of the recommended improvements and payment of City of Coachella DIF and CVAG TUMF fees, the Project's operational impacts under Buildout Year 2045 Conditions, would be less than significant.

Transit, Bicycle and Pedestrian Facilities

The SunLine Transit Agency is the main transit agency servicing the City. Currently, SunLine operates buses on Route 8 along the project frontage. Route 8 operates seven days a week and connects Coachella to Indio to the north and Mecca to the south. Daily service frequency is 60 minutes. Bus stops for Route 8 are currently located along the project frontage. Pedestrian accessibility and connectivity from the Project site to the northbound bus stop will be provided along the north side of Airport Boulevard through construction of sidewalk. There is existing sidewalk along the south side of Airport Boulevard for the southbound bus stop, but crossing is not available at the intersection with Desert Cactus Drive/SR 86 Southbound Ramp.

The Project would not construct any improvements that would affect existing transit service or transit stops within the Project area. Long-term operation of the Project would not reduce transit service or alter access to transit stops within the Project area, including SunLine bus service and stops located along the alignment of Route 8. Therefore, a less than significant impact to transit would occur.

No bicycle facilities or sidewalks currently exist along the site frontage on Airport Boulevard. However, pedestrian crosswalks and sidewalks are provided along the south side of Airport Boulevard. Bicycle facilities do not currently exist along Airport Boulevard. The Project would provide half-width right-of-way improvements along the property frontage including a vehicular travel lane, bike lane, curb, gutter, and sidewalk. The Project would comply with the City's design and development standards. As such, the Project would not interfere with existing or planned bicycle facilities or sidewalks in the City or conflict with applicable plans or policies and a less than significant impact would occur.

Emergency Access

SR 86 forms the site's eastern boundary while SR 111/Grapefruit Boulevard is approximately 1,580 feet to the west of the site. Primary roadway access to the site would be provided with a newly constructed driveway at the southwest corner of the property along Airport Boulevard. An additional secondary right-turn-in-only driveway or gated emergency access closer to the SR 86 and Airport Boulevard interchange would be provided, subject to Caltrans' approval.

Grapefruit Boulevard/SR 111 is located to the west of the site and is classified as a major arterial in proximity to the Project site and generally consists of two travel lanes in each direction, with a posted speed limit of 50 miles per hour (mph). Airport Boulevard from Polk Street to Fillmore Street, functions as a 2-lane major arterial. Airport Boulevard consists of 4 lanes from Polk Street to Palm Street, 3 lanes from Palm Street to Orange Street and 2 lanes from Orange Street to Fillmore Street. The posted speed limit on Airport Boulevard is 45 mph between Polk Street and Fillmore Street and 55 mph east and west of this segment.

Mitigation Measures:

To mitigate potential project specific and cumulative impacts associated with the project resulting in inadequate emergency access, the following mitigation measures are hereby adopted and will be implemented consistent with the MMRP:

- | | |
|-------|--|
| TRA-1 | All necessary plans, permits or approvals, including but not limited to traffic control plans, encroachment or other permits from Caltrans, Union Pacific Railroad, Imperial Irrigation District and others, shall be prepared by the Construction Contractor for and approved by the City prior to the initiation of site disturbance such as grading, excavation, hauling, paving and other construction activities where public streets may be affected. Prior to the initiation of site improvements, the Project applicant shall confer with the appropriate Coachella Public Works Department, Caltrans and the Union Pacific Railroad to ensure that construction activities and traffic control are carried out in a manner that causes minimal disruption to traffic on adjoining facilities. |
| TRA-2 | The final location and design of construction staging and access shall comply with any applicable City access and design standards, and be reviewed by the Project Engineer. The Project applicant shall submit traffic |

control plans to the City prior to the issuance of grading and/or construction permits.

Finding:

Pursuant to Public Resources Code § 21081(a) and CEQA Guidelines § 15091(a)(1), the City Council finds that for impacts associated with the Project resulting in inadequate emergency access, described above and further discussed in the Final EIR, changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen such significant environmental effects as identified in the Final EIR, and further finds that all such effects will be mitigated to less than significant levels with implementation of TRA-1 and TRA-2, as recommended in the Final EIR, which have been adopted by the City and are enforceable through the Development Agreement, MMRP and project conditions of approval.

Facts in Support of Finding:

Construction Impacts

The roadway improvements and installation of driveways that would be implemented during construction of the Project could require the temporary closure of travel lanes along Airport Boulevard. However, full roadway closure and traffic detours are not expected to be necessary during Project construction. As provided for in Mitigation Measure TRA-1, the Project applicant would prepare a traffic control plan for approval by the City prior to the initiation of site disturbance to ensure that construction activities and traffic control are carried out in a manner that causes minimal disruption to traffic on adjoining facilities. As required by Mitigation Measure TRA-2, the final location and design of construction staging and access shall comply with any applicable City access and design standards and be reviewed by the Project engineer. Therefore, with implementation of Mitigation Measures TRA-1 and TRA-2, proposed Project impacts related to emergency access during construction would be reduced to a less than significant level.

Operational Impacts

The Project would not result in inadequate emergency access. Direct access to the Project would be from one major access point along Airport Boulevard and a second access point at the southeast corner of the site, which may be open, or restricted to emergency vehicles only. The Project would also be required to design and construct internal access, and size and location of fire suppression facilities (e.g., hydrants and sprinklers) to conform with the City's fire protection standards. The Coachella Fire Department would review the development plans prior to approval to ensure adequate emergency access pursuant to the requirements of the California Fire Code (Title 24, California Code of Regulations, Part 9). As such, the Project would not result in inadequate access, and impacts would be less than significant.

TRIBAL CULTURAL RESOURCES

Impacts to Significant Tribal Cultural Resource

AB 52 established a requirement under CEQA to consider "tribal cultural values, as well as scientific and archaeological values when determining impacts and mitigation." Public Resources

Code § 21074(a) defines “tribal cultural resources” as “[s]ites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe” that are either “[i]ncluded or determined to be eligible for inclusion in the California Register of Historical Resources (CRHR)” or “in a local register of historical resources.” Additionally, defined cultural landscapes, historical resources, and archaeological resources may be considered tribal cultural resources. The City as lead agency may also in its discretion treat a resource as a tribal cultural resource if it is supported with substantial evidence.

Mitigation Measures:

To mitigate potential project specific and cumulative impacts to tribal cultural resources, the following mitigation measure is hereby adopted and will be implemented consistent with the MMRP:

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

Finding:

Pursuant to Public Resources Code § 21081(a) and CEQA Guidelines § 15091(a)(1), the City Council finds that for each of the significant impacts to tribal cultural resources described above and further discussed in the Final EIR, changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen such significant environmental effects as identified in the Final EIR, and further finds that all such effects will be mitigated to less than significant levels with adherence to all General Plan policies and implementation of Mitigation Measures CUL-1, as recommended in the Final EIR, which has been adopted by the City and is enforceable through the Development Agreement, MMRP and project conditions of approval.

Facts in Support of Finding:

PaleoWest coordinated with the NAHC as part of the Tribal coordination for the cultural resources report for the proposed Project. The NAHC recommended that 12 tribal groups be contacted to elicit information regarding cultural resources issues related to the proposed Project and its surroundings. PaleoWest received responses from three (3) of the twelve tribes. In addition, the City conducted Tribal Consultation under SB 18 and AB 52, and sent out a total of 23 consultation requests, including five (5) to Tribes whose requests for AB 52 consultation are on file with the City, and those identified by the NAHC when the request for SB 18 consulting tribes list was made. The City received three (3) responses. The Morongo Band and the Fort Yuma Quechan Tribe declined consultation, while the Agua Caliente Band of Cahuilla Indians (ACBCI) requested

consultation and met with the City to review the proposed Project. During the consultation meeting, the City indicated that monitoring of the site would be required for all earth moving activities, as provided in Mitigation Measure CUL-1. The Tribe requested that not only an archaeological monitor but also an ACBCI Tribal monitor be present during all digging and soil removal activities during development of the Project, as outlined in Mitigation Measure CUL-1.

The City Council reviewed and considered the comment letter received from the Torres Martinez Desert Cahuilla Indians (TMDCI), dated July 23, 2025. In response to that letter, the City Council approves and adopts the revision to Mitigation Measure CUL-1 recommended in the Final EIR to include a TMDCI Tribal monitor in addition to the ACBCI Tribal Monitor. Based on the analysis in the Draft EIR, the Final EIR responses to comments, and the supporting technical report from subject matter expert Chronicle Heritage dated October 2, 2025 and included in the Final EIR as Attachment D2, which are incorporated herein, the City Council rejects the TMDCI request for further surface study of the Project site for Tribal Cultural Resources because the studies conducted to date are adequate and support the conclusion that there is a low potential for significant Tribal Cultural Resources to exist on the Project site. Nevertheless, implementation of Mitigation Measure CUL-1 will ensure that the unexpected discovery of unknown Tribal Cultural Resources will be mitigated to a level of less than significant.

The Project would also be required to conform to the City of Coachella 2035 General Plan Update policies related to its Sustainability + Natural Environment Element. Specifically, the Project would be required to adhere to Policies 12.1, 12.6 and 12.8 related to the discovery and disturbance of human remains and the application of mitigation measures to reduce impacts to any human remains discovered during Project construction activities, as provided in Mitigation Measure CUL-2. The Project would also be required to adhere to Policy 12.2 and notify the appropriate Native American tribe should potential tribal remains be discovered during Project construction activities. With adherence to the applicable City of Coachella 2035 General Plan update policies and the implementation of Mitigation Measures CUL-1 and CUL-2, impacts to tribal cultural resources will be reduced to less than significant levels.

WILDFIRE

Impair an Emergency Response or Evacuation Plan

The applicable adopted emergency response plans for projects within the City include the 2022 Local Hazard Mitigation Plan (LHMP) and the 2021 Emergency Operations Plan (EOP), which establish the City's emergency procedures, operations and strategies related to fire hazards or disaster related emergency operations.

Mitigation Measures:

To mitigate potential project specific and cumulative impacts to an adopted emergency response plan or emergency evacuation plan, the following mitigation measures are hereby adopted and will be implemented consistent with the MMRP:

- | | |
|-------|---|
| TRA-1 | All necessary plans, permits or approvals, including but not limited to traffic control plans, encroachment or other permits from Caltrans, Union Pacific Railroad, Imperial Irrigation District and others, shall be prepared by the |
|-------|---|

Construction Contractor for and approved by the City prior to the initiation of site disturbance such as grading, excavation, hauling, paving and other construction activities where public streets may be affected. Prior to the initiation of site improvements, the Project applicant shall confer with the appropriate Coachella Public Works Department, Caltrans and the Union Pacific Railroad to ensure that construction activities and traffic control are carried out in a manner that causes minimal disruption to traffic on adjoining facilities.

TRA-2 The final location and design of construction staging and access shall comply with any applicable City access and design standards and be reviewed by the Project engineer. The Project applicant shall submit traffic control plans to the City prior to the issuance of grading and/or construction permits.

Finding:

Pursuant to Public Resources Code § 21081(a) and CEQA Guidelines § 15091(a)(1), the City Council finds that for each of the significant impacts to an adopted emergency response plan or emergency evacuation plan described above and further discussed in the Final EIR, changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen such significant environmental effects as identified in the Final EIR, and further finds that all such effects will be mitigated to less than significant levels with adherence to all General Plan policies and implementation of Mitigation Measures TRA-1 and TRA-2, as recommended in the Final EIR, which have been adopted by the City and are enforceable through the Development Agreement, MMRP and project conditions of approval.

Facts in Support of Finding:

The purpose of the LHMP is to identify the City's hazards, review and assess past disaster occurrences, estimate the probability of future occurrences, and set goals to mitigate, reduce or eliminate potential long-term risk to people and property from natural and manmade hazards. The EOP addresses the City's planned response to extraordinary emergency situations associated with natural disasters (including wildfire), technological incidents, and national security emergencies in or affecting the City. The EOP describes the operations of the City Emergency Operations Center (EOC), which is the central management entity responsible for directing and coordinating the various City departments and other agencies in their emergency response activities.

The Project area and surrounding area have access to several fully improved roadways, including SR 86 and Airport Boulevard, which would provide full emergency access to the site. Construction activities, which may temporarily restrict vehicular traffic, would be required to comply with a project-specific construction traffic control plan and construction staging area approval by the City, to facilitate the passage of persons and vehicles through/around any required road closures, as provided for in Mitigation Measures TRA-1 and TRA-2 (EIR Section 4.17, Transportation). Specifically, during construction of the Project, all equipment staging would occur within the property boundary, and worker vehicles would be parked either on the property or in a designated parking lane along Airport Boulevard, adjacent to the southern boundary of the Project.

Construction material delivery and soil export hauling vehicles would require limited travel on city streets due to the proximity of the site to the SR 86 off-ramps.

Additionally, the Project design would be submitted to the Coachella Police Department and Riverside County Fire Department (RCFD) for approval, prior the issuance of building permits. The conceptual project design includes a new signalized project access at Airport Boulevard and a second right-turn in only access between the SR 86 southbound offramp and the signalized Project entrance, which would comply with fire and emergency access standards. As a result, development of the Project site would have a less than significant impact related to emergency response or evacuation activities.

IV. FINDINGS REGARDING IMPACTS DETERMINED TO BE LESS THAN SIGNIFICANT

The Final EIR also determined, based upon substantial evidence in the record, the following impacts associated with the Project are less than significant and no mitigation is required. The City hereby adopts the findings, analysis, and conclusions regarding these potential impacts set forth in the Final EIR and incorporates the same herein by this reference.

AESTHETICS

Effects on a Scenic Vista

The Project will add about 50 new buildings, ranging in height from 24 to 50 feet, including varied rooflines and differing architectural features for different types of use; a 44-foot-high billboard adjacent to SR 86; and an IID substation facility with typical transformer banks and overhead power lines that are typically over eight (8) feet or greater in height. As shown by the site simulations, development of the site would therefore partially obscure existing distant views of the surrounding mountains to the east and west with new buildings and landscaping.

Finding:

The City Council finds that project's impacts to scenic vistas will be less than significant. No mitigation measures are necessary.

Facts in Support of Finding:

The Project site is primarily flat with a gentle slope northeast to southwest. It is primarily surrounded by flat open agricultural fields to the east beyond SR 86, vacant and scattered residential, as well as light industrial development to the north, south and west. Current views into the site from SR 86 to the east and Airport Boulevard to the south, are primarily of open vacant land on site as well as very distant views of surrounding mountains; these mountain ranges are over two (2) miles to the east and more than nine (9) miles to the west of the site and these scenic vistas form a distant background to the site. Landscaping and vegetation associated with surrounding land uses, vehicular traffic on Grapefruit Boulevard and an active rail system to the west, highway signage and vehicular traffic along SR 86 to the east of the site, roadway and highway signage as well as existing light and utility poles, currently obstruct uninterrupted views of the already distant mountain ranges from the Project site. While the Project has the potential to

obstruct the current views of these distant scenic vistas, the siting of the Project buildings on the site would be varied in height, size and distance from each other such that already distant and interrupted views of the surrounding mountains would still be visible between and over the buildings. Even with the height of the proposed buildings on the Project site, the surrounding mountains at their greater heights would still be visible from the site and surrounding areas.

Existing views from the SR 86 offramp adjacent to the eastern boundary of the site and from Airport Boulevard, which forms the southern boundary of the site, would be less impacted due to the reduced density and intensity of buildings in the southernmost portion of the Project site. SR 111 is located approximately 1,800 feet to the west of the site; however, this roadway is beyond a slight rise to the west of the site and is neither visible from the Project site nor does it provide unobstructed views into the site.

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

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

Effects to the Visual Character or Quality of the Site

The Project site is located in a non-urbanized area of the City, primarily surrounded by vacant land, agricultural uses, sparse multi-family residential and light industrial uses. SR 86 follows the eastern boundary of the site and the CVSC passes along the western portion of the site, with light poles and some industrial properties beyond; railroad tracks and SR 111 lie to the west of these industrial structures. Views into the site from surrounding roadways are of a vacant parcel with uneven surface soils and scattered low bush vegetation. The Project would add tall buildings and landscaping that have the potential to replace the existing view of undeveloped and open land.

Finding:

The City Council finds that the project's impacts to the visual character or quality of public views of the site and its surroundings will be less than significant. No mitigation measures are necessary.

Facts in Support of Finding:

The Project includes high quality and climate-appropriate architecture, building materials and landscaping, consistent with General Plan Policies 2.5 through 2.7 and 7.4. Moreover, the Project buildings have been architecturally designed to integrate the design styles that exist in the City and greater Coachella Valley region. All site development has integrated the City's design and architectural guidelines including desert colors, variation in roof elevations, dimensional wall shapes and material types and textures. This would ensure that the Project provides the architectural diversity consistent with the City's Policy 2.6 and with this general area of the City and Riverside County. Policy 7.4 would require the architectural design of the Project to be compatible with surrounding uses. The Project would include a "step back" design feature in that smaller and lower buildings would be located towards the south end of the property, with larger and taller buildings located to the north end of the site. Accordingly, development of the currently vacant site with the Project would not substantially degrade the existing visual character or quality of the site or surroundings.

Project design would be developed in accordance to General Plan Sustainability + Natural Environment Element Policy 1.6 in terms of the use of building materials more suitable to the arid environment of the Coachella Valley, as well as Policies 6.1 and 6.2 which would ensure diversity in building location so as not to entirely block views of the mountains in the distance, and by setting the Project billboard as far internal to the site's eastern border as to be visible from SR 86 yet minimize view corridors. The billboard would not include any animation that could distract drivers along the SR 86 and would be designed in accordance with the requirements set forth under the Caltrans Highway Design Manual, which provides policies and procedures for signage along state highways. Although views of the Project site will be different than its current, vacant condition, public views of the site would be fleeting and limited to those vehicles stopped at the traffic signal at the on/off ramp for SR 86 at Airport Boulevard.

The Project would be required to comply with General Plan Policies 1.6, 2.5, 2.6, 2.7, 6.1, 6.2 and 7.4, which would ensure that site buildings and landscaping add visual attraction to an underutilized, disturbed and vacant parcel. Development of the site with high-quality architecture, building materials, and landscaping that is consistent with the City's General Plan policies is not considered a degradation of the visual character or quality of the site because the site is currently characterized as a vacant parcel with scattered vegetation, broken fencing and random advertising signs; there are no appealing visual qualities of the site. Accordingly, the Project would have less than significant impacts to existing public views of the site and its surroundings, and no mitigation is required.

AIR QUALITY

Consistency with applicable Air Quality Plan

The Project site is located within the SSAB and is subject to the SCAQMD 2022 AQMP and the 2003 Coachella Valley PM10 State Implementation Plan (CVSIP). The SCAQMD is principally responsible for air pollution control and works directly with the SCAG, county transportation commissions, local governments, as well as state and federal agencies to reduce emissions from stationary, mobile, and indirect sources to meet state and federal ambient air quality standards.

CEQA Guidelines § 15125 requires a discussion of any inconsistencies between a proposed project and applicable General Plans and regional plans.

Finding:

The City Council finds that project would not conflict with or obstruct implementation of the applicable air quality plan and therefore, impacts will be less than significant. No mitigation measures are necessary.

Facts in Support of Finding:

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

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

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

Consistency with Criterion 1: Based on the air quality modeling analysis and as shown in EIR Table 4.3-5, Construction-Related Regional Criteria Pollutant Emissions, incorporated herein by this reference, Project related short-term regional construction air emissions would not result in significant impacts according to SCAQMD regional thresholds of significance. The ongoing operation at the Project site would generate air pollutant emissions that are inconsequential on a regional basis, as shown in Table 4.3-5, and would not result in significant impacts based on SCAQMD thresholds of significance nor would local pollutant concentrations exceed the air quality standards in the long term. Therefore, the Project would be consistent with this criterion and impacts would be less than significant.

Consistency with Criterion 2: Consistency with the AQMP assumptions is determined by performing an analysis of a project with the assumptions in the AQMP. The AQMP is developed through use of the planning forecasts provided in the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and Regional Transportation Improvement Plan (RTIP). The RTP/SCS is a major planning document for the regional transportation and land use network within southern California, is required by federal and state requirements placed on SCAG and is updated every four years. Local governments are required to use these plans as the basis of their plans for the purpose of consistency with applicable regional plans under CEQA. The City of Coachella General Plan’s Land Use Plan defines the long-range land use assumptions that are represented in AQMP. Although the Project would require a zoning change and a general plan amendment to accommodate the proposed uses for the development, the requested change would not result in the alteration of total allowed vehicle trips or other parameters utilized by SCAG in generating the forecasts provided in the RTP/SCS because the resultant zoning and land use designations are consistent with the types, intensity, and patterns of land use envisioned for

the site under current designations. Therefore, the Project would not result in an inconsistency with the current land use designations with respect to the regional forecasts utilized by the AQMPs, nor would the Project exceed the AQMP assumptions for the site. Therefore, the Project is consistent with this second criterion and the Project would have a less than significant impact as it does not exceed the assumptions in the AQMP.

Creation of Objectionable Odors

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

Finding:

The City Council finds that project would not create objectionable, and therefore impacts will be less than significant. No mitigation measures are necessary.

Facts in Support of Finding:

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

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

SCAQMD's Rule 461 and City trash storage regulations, less than significant odor impacts would occur from these odor sources.

Additional operational odor impacts could result from future commercial cannabis operations, which have the potential to create significant odor impacts to nearby sensitive receptors. The majority of the odors of cannabis come from a class of chemicals called terpenes which are produced by flowering plants and vary widely between each plant. Cannabis growth can generate some odors throughout the various phases of cannabis cultivation and processing that may be unpleasant to certain persons. There are existing sensitive receptors (mobile homes) located across Airport Boulevard as near as 50 feet to the south of the Project site. Therefore, a potentially significant odor impact may occur from any commercial cannabis operations that could occur onsite. However, as discussed in Responses 14-21 and 14-22, any future commercial or retail cannabis uses would be subject to State and local regulations, including SCAQMD Rule 402, Coachella Municipal Code § 5.68.040(P), and Coachella Municipal Code Chapter 5.68.130, *Operating Standards, (C) Odor Control*. As such, with compliance with applicable regional and local cannabis-related regulations, this impact would be less than significant.

CULTURAL

Impacts to Historical Resources

CEQA statutes and guidelines require assessment of impacts on cultural resources (Public Resources Code §§ 21082, 21083.2 and 21084 and CEQA Guidelines § 15064.5). CEQA defines historically significant resources as resources listed or eligible for listing in the CRHR (Public Resources Code § 5024.1). A cultural resource may be considered historically significant if the resource is 45 years old or older, possesses integrity of location, design, setting, materials, workmanship, feeling, and association, and meets any of the CRHR criteria and retains enough of its historic character or appearance to be recognizable as a historical resource and to convey the reason for its significance:

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

Finding:

The City Council finds that project's impacts to significant historical resources defined in CEQA §15064.5 is less than significant. No mitigation measures are necessary.

Facts in Support of Finding:

PaleoWest conducted a literature review, records search, and field survey of the Project site. The records search indicated that 36 cultural resources have been previously documented within one (1) mile of the Project site, two of which are historic-period archaeological sites and 25 are historic-period built-environment resources; however, none of these resources have been identified within the Project site. One potentially significant historical resource is a segment of the CVSC (Resource 33-017259) located immediately to the west of the Project boundary. However, because Resource 33-017259 has been evaluated several times and each time was recommended as not eligible for the CRHR or the National Register of Historic Places (NRHP), Resource 33-017259 is not considered to be a significant historical resource. A sensitivity model also concluded that the potential for discovering surface cultural resources in this area, including historic resources is low.

Furthermore, CVWD's Subsequent IS/MND (SCH #2019079095) found no cultural resources within that project's off-site improvement area. It is therefore assumed that operation of the Project would likewise not disturb any cultural resources at the site. In addition, the Project would be required to adhere to the Sustainability + Natural Environment Policies 10.3, 10.4, 12.4 and 12.5, which require that historic cultural and archeological resources are documented and preserved from loss or destruction with the incorporation of appropriate mitigation measures. Compliance with these policies would ensure that the Project would not cause a substantial adverse change in the significance of a historical resource. Therefore, Project impacts would be less than significant, and no mitigation is required.

GEOLOGY AND SOILS

Soil Erosion or Loss of Topsoil

The potential for geologic hazards related to soil erosion is typically high in areas with moderately steep to steep slopes (greater than 15 percent), loose to unconsolidated soils and sediments, little or no vegetation cover, and uncontrolled surface water runoff. Changes in any of these conditions can increase erosion potential, and an increase in erosion can increase downstream sediment loads. Soil erosion potential within the City varies greatly by area but is identified as high in the southern part of the City where the Project is located (City of Coachella 2035 General Plan Update Environmental Impact Report, Figure 4.5-8; 2014). Based on the Geotechnical Evaluation prepared for the Project, the Project site is predominantly bare or covered with sparse vegetation, and as such, the Geotechnical Evaluation concluded that the Project would not increase the potential for wind or water erosion at the site except during the demolition, grading, and construction phases. Construction of the Project would require excavation, grading and filling of soils. Excavation and grading activities have the potential to temporarily expose bare soils, which could be removed from the site and thereby increase the possibility for wind or water-related erosion and sedimentation transported through wind shearing or stormwater runoff.

Finding:

The City Council finds that project would not result in soil erosion or in substantial loss of topsoil and therefore impacts will be less than significant. No mitigation measures are necessary.

Facts in Support of Finding:

Since Project construction would disturb more than one (1) acre of land the Project is required to obtain a National Pollutant Discharge Elimination System (NPDES) permit for construction activities, which includes a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP would specify which best management practices (BMPs) would reduce soil erosion and sedimentation. These BMPs could include the use of silt fencing, sediment berms and erosion control blankets during project construction.

Additionally, the Project will require a grading permit because grading would exceed 50 cubic yards. As part of reviewing and approving a grading permit application, the City imposes its standard conditions, including, but not limited to, dust and rodent control, conducting pre-construction meetings with neighbors, and traffic control plans, amongst other measures, which would ensure that the proposed grading will have minimal impact. The Project also would be required to comply with SCAQMD Rule 403 for fugitive dust control measures, which requires the use of BMPs to minimize water and windborne erosion for any construction activities on a site. Therefore, with implementation of the above standard requirements, the Project's construction-related impacts relative to erosion would be less than significant.

Prior to start of the Project operations, the Project would be required to prepare and implement a Water Quality Management Plan (WQMP), a site-specific post-construction water quality management program designed to minimize the release of waterborne pollutants, including pollutants of concern for downstream receiving waters, under long-term conditions. The WQMP would also establish a postconstruction implementation and maintenance plan to ensure on-going, long-term erosion protection. With mandatory implementation of the SWPPP, WQMP, related erosion control measures as well as Policies 2.2, 2.3, 2.4, 2.8 and 2.9 of the City of Coachella 2035 General Plan Update Safety Element, which require all new development projects to mitigate for geological hazards, slope failure, and field inspections during project construction, as well as regulating the siting of new critical facilities such as the proposed IID facility on the site, and BMPs that include requirements during operation of the Project including the use of traps, gravel bag grasses and vegetative ground cover, addition of mulch to landscaped areas, roughening of surface soils and use of erosion blankets, impacts of the Project would be less than significant.

Located on Expansive Soil

Expansive soils generally result from high percentages of expansive clay minerals. These fine-grained soils can undergo substantial increases and decreases in volume with an increase and decrease in water content. Expansive soils have been identified primarily in the southern portions of the City (City of Coachella 2035 General Plan Update Environmental Impact Report; 2014).

Finding:

The City Council finds that project would not be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), would not create any substantial direct or indirect risks to life or property, and therefore impacts will be less than significant. No mitigation measures are necessary.

Facts in Support of Finding:

According to the Web Soil Survey, the Project site consists of Coachella fine sand, fluvents, Gilman fine sandy loam, and Indio fine sandy loam. In addition, no clay soils were observed in the near surface soils during the soil investigations. Due to the low clay content in underlying soils at the site, these near surface soils can be anticipated to have very low expansion characteristics. According to the Geotechnical Evaluation prepared for the Project (Appendix E1 of the Draft EIR), expansive soils are not present near the surface at the Project site based on previous explorations. In addition, the Project would be required to comply with all City of Coachella construction requirements, the City of Coachella 2035 General Plan Update Safety Element Policies 2.1, 2.3 and 2.5, which require all development proposals to conduct geotechnical investigations, minimize grading and modifications to the natural topography to prevent the potential for man-induced slope failures, and maintenance of an updated map of slope failures in the General Plan area. Therefore, impacts related to expansive soils would be less than significant.

HAZARDS AND HAZARDOUS MATERIALS**Transport, Use, or Disposal of Hazardous Materials**

The use, transport and disposal of hazardous substances are typically regulated by the California Highway Patrol (CHP). Although SR 86 borders the site along its eastern edge, the roadway is not designated as a hazardous route. In addition, no historical recognized environmental conditions (HRECs) and controlled recognized environmental conditions (CRECs) have been located on the Project site. However, as the site was used for agricultural production from approximately 1953 to 1984, the potential exists for residues of pesticides to be present in the site's soils.

Finding:

The City Council finds that the project would not expose people to known or unknown hazardous materials through the routine transport, use or disposal of hazardous materials and therefore impacts will be less than significant. No mitigation measures are necessary.

Facts in Support of Finding:

Project construction and operation may involve the use and transport of hazardous materials. These materials may include, but are not limited to, fuels, oils, mechanical fluids, and other chemicals associated with construction activities. Hazardous material transport may occur regularly throughout the construction phase, as materials are brought to and from the Project location. The transportation and disposal of hazardous materials is governed by a wide range of regulations

including the requirement that it be conducted by transporters registered with the DTSC and all transportation and disposal of hazardous waste are required to comply with state, local, and federal laws. This includes federal regulations such as the Federal RCRA, which mandates that hazardous waste be tracked from the point of generation to the ultimate destination and permitting of hazardous material handling facilities.

Furthermore, the City of Coachella 2035 General Plan Update EIR states that all motor carriers and drivers involved in transportation of hazardous materials must apply for and obtain a hazardous materials transportation license from the CHP. In addition, to further assure the safety of the public, the California Health and Safety Code establishes rules governing the use of hazardous materials and the management of hazardous waste, such as the CERCLA. The Coachella Fire Services, as part of the RCFD, supports the Riverside County Health Department in maintaining a program requiring that anyone operating a hazardous waste facility or using, storing, or transporting hazardous material has a permit. Finally, upon the completion of the construction of each individual project phase, all hazardous materials would be removed from the Project site. Impacts would therefore be less than significant.

Hazardous Materials Onsite per GC 65962.5

Government Code § 65962.5 requires the California Environmental Protection Agency (CalEPA) to develop and update the Hazardous Waste and Substance Sites (Cortese) List, a planning document used by state and local agencies and developers to comply with CEQA requirements in providing information about the location of hazardous materials release sites.

Finding:

The City Council finds that project is not located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5 and therefore will not create a significant hazard to the public or environment. Impacts will be less than significant. No mitigation measures are necessary.

Facts in Support of Finding:

There are no Cortese sites identified at the Project site and according to the Phase I ESA that was prepared for the site dated January 31, 2024, there are no HRECs or CRECs on the site. However, former uses at the site have included agricultural uses with the potential for residual soil contamination from the use of agricultural products. From approximately 1953 to 1984, the three parcels on the site contained agricultural crops (row crops or hay), therefore, the potential exists for residues of organophosphate pesticides (OPP), organochlorine pesticides (OCPs) and chlorinated herbicides (CHs) to be present in the soils in association with this agricultural usage. The potential presence of pesticides/herbicides at the property would be identified as a REC if the detected concentrations exceed USEPA Regional Screening Levels. Mitigation Measure HAZ-1 above therefore requires a soils investigation prior to any development on the Project site.

The Phase I ESA also identified approximately 16 low contamination risk sites located within one-quarter mile of the Project site. Some of these sites have been identified as having low risk of property contamination while others are currently not in use, having been identified either with Underground Storage Tanks (UST) or Leaking UST (LUST) still remaining on the properties. As

discussed in the Phase I ESA, it was determined that these sites pose a low risk of adverse environmental impact to the Project site due to their distance from the Project site and their remediation status. Sites located further than one-quarter mile from the Project site would not have a significant potential for an adverse impact to the Project site for the same reasons.

DTSC's EnviroStor database identifies the closest contaminated sites as located on the Jacqueline Cochran Regional Airport property, approximately 1.5 miles to the southwest of the proposed Project site, and which has been categorized as a "Military Evaluation." Potential contaminants for the site include explosives, lead, munitions debris, and perchlorate in the soil. However, the clean-up status for the site has been deemed inactive, that is no hazardous substances have been manufactured, utilized or processed at the site, as of August 15, 2019. The other site identified within the vicinity of the Project site is located approximately three (3) miles south of 59th Avenue between Polk and Filmore Street in the community of Thermal. The site was designated "Voluntary" clean-up due to metals, organochlorine pesticides, and polynuclear aromatic hydrocarbons in the soil. However, the site's clean-up status has been deemed certified/inactive or that no certified hazardous substances have been manufactured, utilized or processed at the site since June 28, 2019. Since these sites have been approved as inactive or cleanup conducted, these sites would have no impact on development at the Project site.

A review of the RWQCB GeoTracker website/database found six (6) nearby sites; all have been closed and do not create a risk of adverse impacts on the Project site because these sites are no longer actively involved in the use, storage or disposal of potential hazardous materials. Since no portion of the Project will be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5, and only low contamination risk sites are located within ¼ mile of the Project site, impacts are less than significant.

Consistency with an Airport Master Plan

The Project site is approximately one and a half (1.5) miles northeast of the Jacqueline Cochran Regional Airport and is within the Riverside County Airport Land Use Compatibility Airport Influence Area Zone D, which prohibits highly noise-sensitive outdoor non-residential uses and height hazards in proximity to flight paths.

Finding:

The City Council finds that the project would not result in a safety hazard or excessive noise from a public airport and therefore impacts will be less than significant. No mitigation measures are necessary.

Facts in Support of Finding:

The Airport Land Use Compatibility Plan (ALUCP) noise contour zones of 60, 65 and 70 Community Noise Equivalent Levels (CNEL) for the Jacqueline Cochran Regional Airport are located over 3,500 feet to the southwest of the site. Since the Project site lies outside the areas subject to average noise levels greater than 55 CNEL, airport noise at the site would not exceed City standards and no measures to mitigate aircraft-generated noise are required, the Riverside County Airport Land Use Commission Development Review Letter, dated August 20, 2020, provided as Appendix F2 of the Final EIR concluded that the Project as proposed would be

consistent with the ALUCP upon adherence to certain conditions of approval. With respect to airport noise, the only restriction is that highly sensitive outdoor non-residential uses are prohibited, and no such uses are proposed for the Project.

Further, the proposed uses on the site would be compatible with uses allowed under the Zone D designation as business park uses, small office, commercial and industrial facilities such as under the Project, are not prohibited or discouraged in Zone D. None of the proposed uses are highly noise-sensitive or considered hazards to flight. Further, consistent with the conditions of approval provided in the ALUC Development Review Letter, all structures under the proposed development would be designed to reduce bird attractant as follows: (1) new basins will provide for a maximum 48-hour detention period following the conclusion of a storm event and to remain totally dry between rainfalls, and (2) any landscaping proposed in the detention basin shall be in accordance with the ALUC “Landscaping Near Airports” and “Airports, Wildlife and Stormwater Management” brochures. Lastly, buildings on the site would reach maximum heights between 25 to 50 feet; therefore, review of buildings by the Federal Aviation Administration (FAA) Obstruction Evaluation Service would not be required.

Based on this ALUC determination, the requirement that the Project comply with the ALUCP as well as the City of Coachella 2035 General Plan Update’s Land Use + Community Character Element Policies 10.4 and 10.10, which would require the Project to adhere to the Jacqueline Cochran Regional Airport’s land use and safety plans so as to ensure that no structures under the proposed Project would adversely affect the Airport navigable airspace, the Project would not significantly impact airport safety or create excessive noise. The Project has already been reviewed by the ALUC and is therefore consistent with Policy 10.6.

Effect on an Emergency Response Plan

The State of California has developed an Emergency Response Plan to coordinate emergency services provided by federal, state, and local government and private agencies. Response to hazardous materials incidents is one part of this plan. The Plan is managed by the State Office of Emergency Services (OES), which coordinates the responses of other agencies including Cal-EPA, CHP, and the California Department of Fish and Wildlife.

Finding:

The City Council finds that the project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan and therefore impacts will be less than significant. No mitigation measures are necessary.

Facts in Support of Finding:

Construction and operational activities associated with the Project would not impede existing emergency response plans for the Project site and/or other land uses in the Project vicinity. The Project does not propose changes to the City’s circulation system, such as sharp curves or dangerous intersections, and would not introduce incompatible uses to area roadways. Furthermore, should partial lane closures be required as part of Project construction activities, implementation of a traffic management plan would minimize congestion and ensure safe travel, including emergency access in the Project vicinity.

HYDROLOGY AND WATER QUALITY

Comply with Water Quality Standards or Waste Discharge Requirements

Construction clearing and grubbing activities have the potential to impact water quality through soil erosion and increase in the amount of silt and debris carried in runoff on and around the project site. Additionally, the use of construction materials, such as fuels, solvents, and paints may present a risk to surface water quality in the City and neighboring Riverside County to the south. Finally, the refueling and parking of construction vehicles and other equipment onsite during construction may result in oil, grease, or related pollutant leaks and spills that may discharge into the City's existing public storm drainage facilities (i.e., storm drains, channels, basins, etc.), as identified in the City's Master Stormwater Plan (dated January 2021).

Operation of the Project could also result in urban runoff with a variety of contaminants that could impact water quality at the site and for the surrounding uses within the City. Runoff from buildings and parking lots typically contains oils, grease, fuel, antifreeze, by-products of combustion (such as lead, cadmium, nickel, and other metals), as well as fertilizers, herbicides, pesticides, and other pollutants. Precipitation at the beginning of the rainy season may result in an initial stormwater runoff (first flush) with high pollutant concentrations.

Finding:

The City Council finds that the project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality, and therefore impacts will be less than significant. No mitigation measures are necessary.

Facts in Support of Finding:

If precautions are not taken to contain contaminants, construction could produce contaminated stormwater runoff (nonpoint source pollution), a contributor to the degradation of water quality. To minimize the Project's waste discharge impacts, the Project would be required to comply with all State, County, and local regulations regarding stormwater runoff during construction of the development. Pursuant to the requirements of the Colorado River RWQCB, the Project applicant would be required to obtain an NPDES Municipal Storm Water Permit (MS4) for construction activities. The NPDES permit is required for all projects that include construction activities, such as clearing, soil stockpiling, grading, and/or excavation that disturb at least one acre of total land area. In addition, the Project would be required to comply with the Colorado River RWQCB's Basin Plan. Compliance with the NPDES Permit and the Basin Plan involves the preparation and implementation of a SWPPP for construction-related activities, including grading.

The SWPPP requires the incorporation of BMPs to control sediment, erosion, and hazardous materials contamination of runoff during project construction, and to prevent contaminants from reaching receiving water bodies such as the CVSC. BMPs in the SWPPP include such measures as silt fencing, storm drain inlet protection, erosion control, linear sediment barriers, proper waste management, and proper material storage. During construction, the Project will also be required to comply with air quality standards that support water quality protection by requiring soil stabilization and fugitive dust control practices such as watering during construction. Other construction level BMPs may include picking up trash and debris, maintaining equipment, and

training site staff on erosion and sediment control practices. Since the Project would be required to comply with all applicable water quality standards and waste discharge requirements, particularly during construction of the various phases of the Project, construction related impacts to water quality would be less than significant.

The WQMP (Final EIR, Appendix G2) presents a number of non-structural and structural BMPs to be implemented under proposed Project operations, including:

Non-structural Source Control Measures:

- Education for property owners, operators, tenants, occupants or employees
- Activity restrictions (e.g., to eliminate storm water contamination by oil and grease, service or repair of all vehicles will be restricted to designated areas only)
- Regular irrigation system and landscape maintenance
- Common area litter control
- Sweeping private streets and parking lots
- Inspection and maintenance of drainage facilities

Structural Source Control Measures:

- Storm drain inlet stenciling and signage
- Landscape and irrigation system design
- Fueling areas
- Trash storage areas
- Loading docks

Pursuant to the WQMP, the Project would be required to collect and store 100 percent of the runoff generated during a 100-year storm event on-site per City of Coachella drainage standards. The storm drain system will be privately operated and maintained during the life of the Project per a project-specific Final WQMP, which will include copies of Covenants, Conditions, and Restrictions (CC&Rs), BMP Maintenance Agreement, and/or other mechanisms used to ensure the ongoing operation, maintenance, funding, transfer and implementation of the project-specific WQMP requirements.

Decrease Groundwater Supplies or Interfere with Groundwater Recharge

The Project would require water for concrete, dust control, hydro-consolidation of soils, haul truck cleaning, and related construction activities; this increased demand for water could impact groundwater supplies. The Water Supply Assessment (WSA) for the Project (Final EIR Appendix G3) provides an assessment and verification of the availability of sufficient water supplies for operation of the Project during normal, single-dry, and multiple-dry years over a 20-year projection to meet the projected demands of the Project, in addition to existing and planned future water demands of the CWA.

Finding:

The City Council finds that the project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project would impede sustainable

groundwater management of the basin. Impacts will be less than significant. No mitigation measures are necessary.

Facts in Support of Finding:

Project construction-related activities are not anticipated to have a significant impact on groundwater supplies because construction would be short-term and does not consist of water-intensive activities that could, ultimately, draw-down supplies of groundwater. Water for construction activities would be transported to the site via water trucks. Therefore, construction impacts relative to groundwater supplies would be less than significant.

CWA's projected water supplies in a normal year, single dry year, and multiple dry years are reliable and as discussed in the 2020 Urban Water Management Plan (UWMP), CWA intends to continue meeting its urban water demands with groundwater. Project development was accounted for in CWA's estimates of future water demands, because the estimates were derived from General Plan land use designations, and the Project is consistent with those designations. To receive water service, the Project will be subject to an agreement with CWA, together with any and all applicable fees, charges, plans and specifications, conditions, and any and all other applicable CWA requirements in place and as amended from time to time.

The WSA has provided specific water conservation measures that the future tenants of the Project business park development would implement to ensure the most efficient use of water resources and to meet and maintain the most recent UWMP goals throughout the life of the Project. The water conservation measures include the following:

- Native plant materials and other drought-tolerant plants will be used in all non-turf areas of Project landscaping. Large expanses of lawn and other water-intensive landscaped areas will be kept to the minimum necessary and consistent with the functional and aesthetic needs of the Project, while providing soil stability to resist erosion.
- In the event recycled water becomes available to the Project in the future, the potential use of tertiary treated water will be reviewed to determine feasibility of its use for on-site landscaped areas to reduce the use of groundwater for irrigation.
- The installation and maintenance of efficient on-site irrigation systems will minimize runoff and evaporation and maximize effective watering of plant roots. Drip irrigation and moisture detectors will be used to the greatest extent practicable to increase irrigation efficiency.
- The use of low-flush toilets and water-conserving faucets will be required in conformance with § 17921.3 of the Health and Safety Code, Title 20, California Code of Regulations § 1601(b), and applicable sections of Title 24 of the State Code.

Compliance with the above water conservation measures provided in the project-specific WSA, combined with CWA's ability to meet its future water demands as identified in the UWMP, would ensure that the Project does not substantially interfere with CWA's ability to provide water service within its service boundaries. Therefore, operation of the Project would have a less than significant impact on groundwater supply and recharge.

Cause Substantial Erosion or Siltation or Increase Surface Runoff

Project construction activities involve the excavation and grading of the soil and clearing of all vegetation. During a storm event, soil erosion and sedimentation could occur at an accelerated rate due to construction related grading activities, which could in turn, result in water and soil runoff. Operation of the Project could also result in an increase in urban runoff with a variety of contaminants that could impact water quality at the site and surrounding uses within the City.

Finding:

The City Council finds that the project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would contribute to substantial on- or off-site erosion or siltation or to a substantial increase in the rate or amount of runoff in a manner which would result in flooding on or off-site. Impacts will be less than significant. No mitigation measures are necessary.

Facts in Support of Finding:

If not controlled, the transport of materials from construction activities into local waterways could temporarily increase suspended sediment concentrations. However, any water run-off on site will be maintained on-site by the on-site retention basins. According to the City requirements under SWPPP practices, construction BMPs such as silt fencing, storm drain inlet protection, erosion control, linear sediment barriers, proper waste management, and proper material storage, would be implemented at each construction phase of the Project. Therefore, the Project would not result in substantial erosion or siltation on- or off-site. This impact would be less than significant.

As discussed above and in Final EIR Section 4.10.1, no stormwater runoff would be released from the Project boundary under design conditions, and the Project would be required to collect and store 100 percent of the runoff generated during the 100-year storm event on-site per City drainage standards. The Project's stormwater and drainage improvements have been designed in accordance with FEMA and City requirements. Therefore, the Project would not substantially increase the rate or amount of surface runoff in a manner which would result in on- or off-site flooding. This impact would be less than significant.

Exceed Capacity of Stormwater Drainage System or Impact Flood Flows

The Project's proposed stormwater and drainage improvements have been designed in accordance with FEMA and City requirements. The on-site retention basins would be designed and sized to retain the entire storm volume generated on-site during the 100-year storm event with only shallow ponding on-site. Any on-site ponding occurs by overflowing of the on-site storm drain collection system connected to on-site basins. As surface water subsides in the on-site retention basins, ponded surface water would be evacuated by infiltration within the basins. In the event of emergency flooding conditions in the City or this portion of the County, the Project site's drainage system and lines would be designed in accordance with City requirements such that flows exceeding the capacity of the on-site collection system would overflow at the southeasterly end of the site toward the SR 86 right-of-way and flows would then proceed to the CVSC, ending ultimately at its terminus at the Salton Sea.

Finding:

The City Council finds that the project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would create or contribute to surface runoff or would impede or redirect water flows. Impacts will be less than significant. No mitigation measures are necessary.

Facts in Support of Finding:

As discussed above and in FEIR Section 4.10.1, the Project would be required to collect and store 100 percent of the runoff generated during a 100-year storm event on-site per City of Coachella drainage standards. The Project's onsite retention design would satisfy the City's WQMP BMP requirement as 100 percent of the 100-year storm runoff is retained on-site and there is no discharge off-site. Therefore, the Project would not create or contribute runoff water which could exceed the capacity of existing or planned stormwater drainage systems, nor would the Project impede or redirect flood flows. This impact would be less than significant.

Consistency with WQCP or Groundwater Management Plan

The Sustainable Groundwater Management Act (SGMA) requires local public agencies and groundwater sustainability agencies in high- and medium-priority basins to develop and implement groundwater sustainability plans or prepare an alternative to a groundwater sustainability plan.

Finding:

The City Council finds that the project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan and therefore impacts will be less than significant. No mitigation measures are necessary.

Facts in Support of Finding:

Based on a review of the California Department of Water Resources (DWR) SGMA Prioritization Dashboard website, the Project site is located within the Coachella Valley-Indio Groundwater

Basin, which is ranked as a “medium” priority basin. There are seven components which are given a score that determines the management priority of water supply for the basins: C1 population, C2 population growth, C3 public supply wells, C4 total wells, C5 irrigated acres, C6 groundwater supply, and C7 Impacts. The total score given to the Indio Subbasin is medium, 20 priority points. The threshold value for medium priority is greater than 14 points, a medium priority rating indicates that the water levels for the subbasin are adequate at this time to support water supplies. The projected determination of groundwater demand availability by 2045 that was determined in the Coachella Valley Regional UWMP was that single dry year, and multiple dry year urban water supply reliability is 100 percent, and the Project’s water demand has been considered in future demand projections contained in the UWMP. As such, the Project would not conflict with or obstruct implementation of a sustainable groundwater management plan and a less than significant impact would occur.

LAND USE AND PLANNING

Consistency with Land Use Plan, Policy or Regulation

Evaluation of potential land use impacts was based on a review of the City of Coachella 2035 General Plan Update and certified EIR, and relevant planning documents. CEQA does not treat project consequences relating solely to land use, socioeconomic, or population, employment, or housing issues as direct physical impacts to the environment; rather, the analysis focuses on changes in land use, use compatibility, and consistency with the General Plan Update and the Southern California Association of Governments (SCAG) Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS) referred to as “Connect SoCal 2020” that may have a physical impact on the environment.

Finding:

The City Council finds that the project would not conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating environmental effects, and therefore impacts will be less than significant. No mitigation measures are necessary.

Facts in Support of Finding:

General Plan Consistency

The site is designated as an Industrial District in the City of Coachella 2035 General Plan Update and its zoning is M-H: Heavy Industrial according to the City of Coachella Official Zoning Map. The Project would rezone the site as MS - Manufacturing Service and C-G General Commercial, to allow for a mix of industrial and commercial uses. Specifically, the Project will allow small retail and commercial uses at the southern portion of the property, with larger structures and denser industrial uses towards the northern portion of the site. The Project would be required to submit for City review all final grading, utility, landscaping, street, sidewalk and lighting plans. Project buildings and structures would be developed to be consistent with the City’s established zoning standards and design guidelines for manufacturing and commercial uses.

The Project would be in harmony with the overall intent of the City’s General Plan Land Use + Community Character Element policy 1.5. The Project would be developed with a mix of commercial and industrial uses that would be designed and developed in accordance with the General Plan and Zoning for Industrial Districts and requirements for Subarea 8 (East Industrial District), which encompasses the area of the City east of the CVSC, west of Fillmore and between Airport Boulevard and 52nd Avenue. Although currently primarily utilized for agricultural uses, the City General Plan anticipates this subarea to transform over time into employment-generating uses, including industrial, retail and office uses. The Project, with its mix of industrial, retail and office uses would satisfy and implement this vision for Subarea 8.

The site’s development is anticipated to generate approximately 741 new employment opportunities in the City in line with policy directions for this Subarea, taking advantage of the site’s location adjacent to SR 86. The Project includes well-designed transitions between the employment uses on the Project site in that commercial and retail uses would be located in closer proximity to Airport Boulevard to the south of the site, while storage, warehouse and energy (IID)

facilities would be at the northern portion of the site, further from the existing residential neighborhood to the south of the site on the other side of Airport Boulevard. This design ensures that the uses will be consistent with the City's vision for Subarea 8 while also avoiding locating more intense warehouse uses adjacent to residential neighborhoods.

The Project buildings would be designed and constructed with high quality and long-lasting materials in compliance with Policy 2.5. Similarly, the Project buildings have been architecturally designed to integrate the design styles that exist in the City and greater Coachella Valley region. All site development has integrated the City's design and architectural guidelines including Desert colors, variation in roof elevations, dimensional wall shapes and material types and textures. This would ensure that the Project provides the architectural diversity consistent with the City's Policy 2.6 and with this general area of the City and Riverside County. Lastly, the buildings to be constructed under the Project would include architectural features, styles and landscaping, taking into account the history, climate and topography of the site and surrounding area, including drought-tolerant landscaping and energy-efficient building design and features, consistent with Policy 2.7 Climate-appropriate design.

The Project would be developed on a currently undeveloped site with industrial, office and commercial uses, consistent with Policy 2.11 and 2.12 as the Project provides desired growth that conforms to the City's vision for this site, including well designed industrial and commercial buildings that fit with the surrounding uses and take advantage of the proximity and access to SR 86. Policy 2.12 identifies subarea 8 as a "Priority Growth Area" to be targeted for growth through City policies and actions and to receive priority for funding, community facilities and services. The Project site, located in Subarea 8, will develop the site with industrial, office and retail uses and generate growth in a part of the City designated for such development.

Policy 6.5 promotes the development of commercial and mixed-use centers that are located on existing or planned transit stops in order to facilitate and take advantage of transit service, reduce vehicle trips and allow residents without private vehicles to access services. Sunline Transit Agency's Airport Boulevard/Desert Cactus Drive bus station is located on Airport Boulevard, midway along the Project site. Project employees would therefore have the ability to take advantage of existing transit services and potentially reduce vehicle trips.

Policy 7.2 actively seeks to expand the amount of industrial uses in Coachella as a source of jobs and economic development and suggests focus in Subarea 8, and others. The Project would generate new industrial as well as commercial uses. The development of a currently vacant parcel with industrial uses would provide economic development and new sources of employment with approximately 741 new jobs in the City within Subarea 8, consistent with Policy 7.2.

Policy 7.4 requires new development within the City's industrial districts be designed for compatibility with surrounding uses to minimize impact and cultivate connectivity with each district. The site is currently vacant and is surrounded by agricultural uses to the east, vacant and industrial uses to the west, vacant land to the north and residential uses to the south. The Project would be required to adhere to all City design requirements such that development under the Project would be compatible with the City's surrounding areas and industrial districts.

Uses surrounding the site are primarily a mix of native desert land and agricultural uses to the north and east of the site, with the stormwater channel, open space and small industrial uses located to the west. These surrounding uses to the north, east and west of the site provide adequate buffers between the warehouse and other light industrial uses on the northern and central portions of the Project and any sensitive land uses in the Project vicinity. Uses on the southern portion of the site will include a mini-mart, gas station and restaurant uses which serve the neighborhood residents and travelers on SR 86 and also serve as a buffer between the Project's warehouse/light industrial uses and the existing residential neighborhood to the south of the Project site. Therefore, the Project implements the City's vision for employment-generating industrial and retail uses without causing any incompatibility with surrounding land uses by limiting the larger industrial and storage facilities to the northern and central portions of the property, while commercial, retail and office uses would be located to the southern portion of the site, closer to the existing residential uses south of Airport Road.

The Project is consistent with Policy 7.5 as it does allow for some industrial development near existing residential development to the south of the site, across Airport Boulevard; however, Airport Boulevard connects to SR 86 and already transports truck traffic from the adjacent State Route into the City, and importantly, the Project site is located immediately adjacent to SR 86 and thus minimizes the distance trucks travel off of SR 86 and avoids directing truck routes through residential areas. In addition, the Project will be conditioned to make substantial improvements to Airport Boulevard to allow for direct and adequate access to the site for truck and other traffic generated by the Project and to minimize any traffic issues at the site.

The Project would be required to conform with all City requirements for water, sewer, stormwater, and solid waste facilities according to established City guidelines and requirements and consistent with Policy 10.2. The Project site has an existing 30-inch waterline that is a "dry line" that is not connected to any existing water lines. The CWA plans to extend its water facilities with a 20" water line from near Avenue 54 southerly along Grapefruit Boulevard, then easterly to run under existing railroad tracks and the CVSC to the Project site.

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

The Project also includes a new traffic signal and widening of Airport Boulevard along and adjacent to the site frontage to ensure adequate turn lanes and intersection improvements to facilitate Project traffic. The Project would be required to submit final design and utility plans for City approval prior to any construction related activities. This would ensure that the Project meets all City requirements for adequate utility infrastructure at the site. The Project does not include any park facilities.

Consistent with Policy 11.2, 11.3 and 11.4, the Project would provide new economic development opportunities in the City that could assist in the City becoming a driving force to the area's economy by adding approximately 741 new jobs for City and County residents and by providing new economic development opportunities in the City outside of agriculture and resort services, that would add to the City's employment diversity.

Although the Project does not propose housing, consistent with Policy 11.5 Jobs-housing balance, the Project will generate space for a variety of industrial, automotive, construction and service jobs which will be available to City residents who may now commute elsewhere for such jobs.

Consistent with Policy 12, and 13.4, the Project would include a mix of retail, office and industrial uses that would contribute to the City's tax revenue and assist the City to create a stronger tax base. The property is currently vacant and generates a limited amount of property tax. Development of multiple buildings and uses will provide a substantial increase in property tax. Some of the uses proposed, including both the retail and warehouse uses (if developed for fulfillment warehousing) would generate sales tax. All development on the site would generate utility users' tax, and various fees, which would provide revenue for the City and diversify its revenue sources.

The Project would add a mix of warehouse, storage, retail and commercial uses to the site. The Project would not conflict with the underlying General Plan land use designation of Industrial, since the Project includes a zone change from Heavy Manufacturing to MS - Manufacturing Service and C-G – General Commercial, which allows for commercial and retail uses proposed under the Project. The City's Zoning Code allows for retail and commercial uses as well as small businesses, storage buildings and warehouses under its MS Zoning Designation. The Project would not conflict with the City of Coachella 2035 General Plan Update and impacts would be less than significant.

SCAG RTP/SCS (Connect SoCal 2020) Consistency

SCAG's jurisdiction comprises a six-county region that includes the six (6) counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura, as well as their associated 191 cities. Connect SoCal 2020 is a long-range regional transportation plan that provides a vision for regional transportation investments, integrated with land use strategies, over a 20-year period. Key components include a growth forecast and regional development pattern based on population, household, and employment growth projections for the SCAG region as well as a transportation network including a list of transportation projects and investments.

One of Connect SoCal's policy directives is that while goals and policies within the Plan are to be developed primarily from assumptions derived from local general plans and input from local governments and transportation agencies, under SB 375, a local entity such as the City of Coachella is not required to ensure its local land use policies and regulations are consistent with the Plan. SCAG's Connect SoCal analyzed growth patterns within its planning area, consistent with each local agency's land use plans and goals for foreseeable development and growth. Therefore, the goals and policies were developed in coordination with local jurisdictions such as Riverside County and the City of Coachella such that Connect SoCal in itself is consistent with the planned land use, jobs and housing growth in the City of Coachella.

The Project would therefore not conflict with any applicable goals, objectives, and policies of SCAG's Connect SoCal, since operation of the Project would facilitate implementation of transportation improvements, specifically along Airport Boulevard and at the freeway interchange, resulting in an improved transportation network for area residents and businesses. Project related

improvements along Airport Boulevard would improve the movement of goods and people and therefore improve the economic competitiveness of the overall Project area, the City and region.

NOISE

Generation of Groundborne Vibration or Noise Levels

Short-term noise impacts associated with construction activities were analyzed based on typical construction equipment noise levels and distances to the nearest residential land uses. Predicted on-site operational noise levels for stationary (non-transportation) noise sources were calculated using the SoundPlan, version 9.0, computer program, based on representative noise levels for similar equipment. The locations of stationary noise sources were based on information provided by the Project Applicant and information derived from the Project site plans.

Finding:

The City Council finds that the project would not generate excessive groundborne vibration or groundborne noise levels, and therefore impacts will be less than significant. No mitigation measures are necessary.

Facts in Support of Finding:

Initial construction activities would require the use of various tractors, trucks, and jackhammers that could result in intermittent increases in groundborne vibration levels. The use of major groundborne vibration-generating construction equipment/processes (i.e., blasting, pile driving) is not anticipated to be required for the construction of future on-site land uses. Groundborne vibration levels commonly associated with construction equipment are summarized in the EIR (Table 4.13-14), which notes that groundborne vibration levels generated by construction equipment would be up to approximately 0.21 in/sec ppv or less at 25 feet. The nearest existing structures to the Project site are residential dwellings, the nearest of which is located approximately 60 feet south of the site. Assuming a maximum equipment vibration level of 0.21 in/sec ppv, or less, at 25 feet at the nearest Project site boundary, predicted groundborne vibration levels at this nearest residence would be 0.067 in/sec ppv. Predicted groundborne vibration levels would not exceed the minimum recommended criteria for structural damage or human annoyance (0.5 and 0.2 in/sec ppv, respectively) at nearby land uses. As a result, short-term groundborne vibration impacts would be considered less than significant.

No major existing sources of groundborne vibration were identified in the Project area. Vehicle traffic on area roadways, particularly heavy-duty trucks, can result in increased groundborne vibration. However, groundborne vibration levels associated with vehicle traffic are typically considered minor and would not exceed applicable criteria at the site boundaries. No major stationary sources of groundborne vibration were identified in the area surrounding the Project site, that would result in the long-term exposure of proposed on-site land uses to unacceptable levels of ground vibration. In addition, the Project would not involve the use of any major equipment or processes that would result in potentially significant levels of ground vibration that would exceed standards at nearby existing land uses. Therefore, the Project would have a less than significant impact relative to operational groundborne vibration or noise impacts.

Impacts Related to Private Airstrip or Airport Land Use Plan

The Project site is approximately one and a half (1.5) miles northeast of the Jacqueline Cochran Regional Airport and is within the Riverside County Airport Land Use Compatibility Airport Influence Area Zone D, which prohibits highly noise-sensitive outdoor non-residential uses.

Finding:

The City Council finds that the project is located in the vicinity of a private airstrip or an airport land use plan but would not expose people residing or working in the project area to excessive noise levels, and therefore impacts will be less than significant. No mitigation measures are necessary.

Facts in Support of Finding:

The airport closest to the Project site is the Jacqueline Cochran Regional Airport located approximately one (1) mile southwest of the site; however, the Project site is not located within the projected 65 dBA CNEL noise contour associated with the Jacqueline Cochran Regional Airport. Therefore, implementation of the Project would not result in the exposure of sensitive receptors to excessive aircraft noise levels, nor would the Project affect airport operations. This impact is considered less than significant.

POPULATION AND HOUSING

Induce Unplanned Population Growth

The Project would develop a currently vacant site with light industrial, storage and warehouse spaces, office uses, gas station and convenience store, fast food retail, as well as utility power infrastructure to be operated by IID. The Project would generate approximately 741 new employment opportunities in the City of Coachella but does not include housing. This increase in new employment opportunities in the city has the potential to increase the city's existing population from 41,941 to account for the new employees and their families, who may require additional housing opportunities in the City.

Finding:

The City Council finds that the project would not induce substantial unplanned population growth in the area, either directly (e.g., by proposing new homes and businesses or indirectly (e.g., through extension of roads or other infrastructure)), and therefore impacts will be less than significant. No mitigation measures are necessary.

Facts in Support of Finding:

While it is likely that many of the Project employees would be drawn from existing residents of the City of Coachella and surrounding communities, there is the potential for the Project to draw new employees to the area that could increase the need for housing; however, the City's 6th Cycle Housing Element also estimates that with its existing and planned future residential development, the City would have a surplus of 3,225 housing units by 2029. Therefore, any potential increases

in the City's population and therefore housing needs generated by the Project would be accommodated by the anticipated increase in housing units elsewhere in the City. Impacts would therefore be less than significant. With respect to the planned IID substation, it would be sized to accommodate the power needs of the project, but would also provide some excess capacity that would increase IID system resilience and reliability, and could also facilitate development of other planned development in the area, consistent with the City's General Plan. Therefore, any excess capacity would not cause induce substantial unplanned population growth.

PUBLIC SERVICES

Impacts to Fire Protection

The City contracts with the RCFD for fire protection and emergency medical services, including fire suppression, fire prevention, paramedic services, hazardous materials response, urban search and rescue response and other related services.

Finding:

The City Council finds that project would not result in physical impacts associated with the provision of new or physically altered government facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for fire protection services. Impacts will be less than significant. No mitigation measures are necessary.

Facts in Support of Finding:

The City is primarily served by Fire Station #79, which is located approximately 3 miles to the northwest of the Project site. Current actual response times by Fire Station #79 meet or exceed the goals established in the City's Fire and Emergency Medical Services Master Plan, which requires fire and related emergency response between 5 and 15 minutes based on land use categories. The travel time from Fire Station #79 to the Project site is estimated between 7-12 minutes during non-peak hour traffic. This estimate represents the average driving time for a typical automobile to reach the site from the fire station; however, response times to emergency calls within the City average 3.5 minutes or less approximately 85 percent of the time. Although the Project would develop a current vacant parcel with commercial, storage and industrial buildings, all proposed buildings would be required to include Project design features, fire safe building materials, and to install water mains, laterals, and hydrants to provide fire flow to all areas of the site. In addition, all buildings onsite would be equipped with in-house fire protection sprinkler systems. New water lines would be constructed on the Project site and would connect to existing CWA water lines, as well as proposed 30-inch water lines to be constructed to the west, along Grapefruit Boulevard and to the southwest of the site, across the CVSC. The Project site would also have access to connect to existing CVWD lines, as well as new, 12-inch water lines south of Airport Boulevard. This would ensure that the site has adequate water supplies for general use, as well as during water needs for potential fire protection services.

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

In accordance with the City of Coachella 2035 General Plan Update Infrastructure + Public Services Element Policies 7.14 and 7.16, the Project applicant would also be required to pay Fire Facility Impact Fees to fund future fire facilities and additional staff and equipment as needed, to serve the Project area and future development in the area. The Project would be required to comply with all applicable City development standards and fire safety codes, consistent with City of Coachella 2035 General Plan Update Policies 7.5, 7.8 and 7.13 as they relate to concepts of defensible space and providing sufficient water pressure on site, as well as all applicable State and federal fire safety standards during Project construction and operation. Therefore, impacts related to fire protection and emergency response services would be less than significant.

Impacts to Police Protection

The City contracts with the Riverside County Sheriff's Department (RCSD) for law enforcement and protection services. In addition, the City maintains a formal and informal mutual aid agreement with the State of California Governor's Office of Emergency Services and the cities of Indio, Palm Springs, and Desert Hot Springs Police Departments for law enforcement and emergency services.

Finding:

The City Council finds that project would not result in physical impacts associated with the provision of new or physically altered government facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for law enforcement services. Impacts will be less than significant. No mitigation measures are necessary.

Facts in Support of Finding:

The Project site is within the jurisdiction of the Coachella Police Department (CPD) station located at 86625 Airport Boulevard, in the community of Thermal, approximately 4.5 miles to the southwest. The City currently has a population of approximately 41,938 people (City of Coachella Housing Element, 6th Cycle; 2023). CPD provides approximately 0.86 officers per 1,000 residents, which is lower than the City's General Plan service ratio goal of 1.3 officers/1,000 population. As a commercial and industrial project, it is anticipated that the majority of Project employees would be drawn from existing City and area residents and, therefore, the Project itself would not materially reduce the officers per resident ratio or worsen existing response times for existing City residents. In addition, all new residential and non-residential development in the City is required to comply with City of Coachella 2035 General Plan Update Infrastructure + Public Services Element Policies 7.8, and 7.16, which require the Project to pay the DIF to fund the Project's fair

share of costs necessary to maintain adequate levels of police support at the site and within the City. Further, any sales tax revenue generated by the development and business ventures on the Project site may potentially be utilized by the City to contract for additional police officers and necessary equipment in order to maintain adequate levels of police service not only within the City but also at the Project site. The Project would not result in a decrease in acceptable service ratios for police protection and would provide additional tax revenue to support increased levels of police services. Accordingly, impacts would be less than significant.

Impacts to Schools

There are two unified school districts within the City of Coachella, including the Coachella Valley Unified School District (CVUSD) and the Desert Sands Unified School District (DSUSD). These school districts together provide primary, secondary, and high school education services to residents of Coachella Valley (City of Coachella 2035 General Plan Update EIR).

Senate Bill (SB) 50 (the Leroy F. Greene School Facilities Act of 1998), adopted in 1998, defined the school impact fee needs analysis process in Government Code §§ 65995.5–65998. Pursuant to its provisions, school districts may collect fees to offset the costs associated with increasing school capacity as a result of development. By statute, payment of a statutory fee by developers serves as the total mitigation of the potential impact of a development on school facilities pursuant to CEQA.

Finding:

The City Council finds that the project would not result in physical impacts associated with the provision of new or physically altered school facilities, the construction of which could cause significant environmental impacts. Impacts will be less than significant. No mitigation measures are necessary.

Facts in Support of Finding:

The Project is a business park development project with no residential structures on site. However, the Project also anticipates creating 741 new job opportunities within the City. It is anticipated that most of these new employees would be drawn from existing City and area residents who may have school age children attending Coachella Valley schools. Should any of the new employees move to the City and want to enroll their children in City schools, there are schools in the CVUSD with sufficient capacity to accept additional students. The Project would be required to pay CVUSD developer fees, calculated on a square-footage basis for new commercial and industrial development. These fees mitigate any impacts upon school facilities by providing funding for the construction of new schools and improvements to existing school sites. Payment of the applicable statutory developer fees as required by Senate Bill 50, is deemed to be full and complete mitigation for a Project's impacts on school facilities. Therefore, proposed Project impacts on schools would be less than significant.

Impacts to Parks

The Quimby Act (California Government Code, § 66477) requires the development of new or rehabilitation of existing neighborhood or community park or recreation facilities and gives the legislative body of a city or county the authority, by ordinance, to require the dedication of land or

payment of in-lieu fees, or a combination of both, for park and recreational purposes as a condition of approval of a tract map or parcel map. The Quimby Act is implemented through local county and city Ordinances.

The Coachella Municipal Code requires payment of the DIF for park improvement to be used to ensure that City parkland will be improved with the financial resources provided by the DIF. Currently, DIF for park improvement are only assessed for residential development projects.

Finding:

The City Council finds that the project would not result in physical impacts associated with the provision of new or physically altered park facilities, the construction of which could cause significant environmental impacts. Impacts will be less than significant. No mitigation measures are necessary.

Facts in Support of Finding:

As an industrial and office development with some commercial uses (related to restaurant and gas station uses), the Project does not include park facilities and would not require the construction or expansion of park facilities as it is not adding housing or residents on the site who would require access to park and recreational spaces. However, in accordance with General Plan, Land Use + Community Character Element Policies 2.17 and 9.5, the Project would include pathways and open areas that would be accessible to all employees and visitors at the site. This would also allow for the Project to adhere to Goal 13 of the Sustainability + Natural Environment Element and Policy 8.24 of the Community Health + Wellness Elements by providing site employees with increased access to open space in order to support and increase physical activity.

Although the jobs generated by the Project could create demand for additional housing, to the extent those additional houses are located in the City, they would be subject to the City's DIF and the Quimby Act, which would help provide for additional parks and park facilities. Moreover, future employees generated by the Project would primarily access parks in their residential neighborhoods. The Project would not require the construction or expansion of parks that might have an adverse physical effect on the environment; impacts would be less than significant.

Impacts to Other Public Facilities

The County provides library services to the City with the Coachella Library, located approximately three miles to the northwest of the Project. The City is served by Coachella Valley hospitals such as the Desert Regional Medical Center, the Eisenhower Medical Center and the JFK Memorial Hospital, all three of which provide a wide range of medical services from doctors, specialized medical care services, surgery centers, emergency room services and pediatric care. The JFK Memorial Hospital is located approximately five (5) miles to the northwest of the Project site in the City of Indio, and provides specialized medical services as well as surgery facilities, and emergency room care.

Finding:

The City Council finds that the project would not result in physical impacts associated with the provision of new or physically altered public facilities such as libraries and medical services, the construction of which could cause significant environmental impacts. Impacts will be less than significant. No mitigation measures are necessary.

Facts in Support of Finding:

The Coachella Library, which operates under the Riverside County library system, serves the City and currently lends out books and DVDs, free wireless internet and a variety of events for family users. Development of the Project is anticipated to primarily employ existing City and area residents who will be utilizing library services near their residential neighborhoods. Any new residents moving into the City would similarly be able to access existing libraries.

The City is also served by three medical facilities, all of which provide general, specialized and emergency services to the residents. The Project is anticipated to include employees from existing City residents who already utilize these three hospitals available to City residents. Any new residents moving into the City would similarly be able to access existing medical facilities. The Project would not require new or altered library and medical facilities. Impacts would therefore be less than significant.

RECREATION**Increase the Use of Existing Facilities**

Although some of the new employees generated by the Project would be existing residents in the City, with access to parks and recreational uses within and around their neighborhoods, the Project has the potential to generate new residents in the City. These potential new residents would increase the demand on parks and recreational facilities in their neighborhoods.

Finding:

The City Council finds that the project would not have the potential to increase the use or deterioration of existing neighborhood and regional recreational facilities or require the construction of new recreational facilities, and therefore impacts will be less than significant. No mitigation measures are necessary.

Facts in Support of Finding:

As an industrial and commercial facility, the Project would not require any associated recreational facilities and would have no impact on their construction or result in an adverse physical effect on the environment.

Currently, recreation service areas in the City are clustered around the eastern portion of the City with the nearest park area located approximately 2.5 miles to the northwest of the Project site. The City of Coachella 2035 General Plan Update recognizes that there is a deficiency in sufficient parkland space in the city, with no regional parks, bike trails or recreational trails within the city

limits. The City's 2035 General Plan Update EIR estimated that the City has approximately 60.2 acres for open space and recreation uses, mainly restricted to neighborhood parks and recreational facilities and parkland spaces associated with educational institutions in the City. The City's 2035 General Plan Update EIR also recognizes that two (2) new park areas in Bagdouma Park and Dateland Park, as well as the expansion of the Rancho Los Flores Park, would contribute to additional parkland space under the City's 2035 General Plan Update buildout in 2035.

The City is in the process of constructing additional park recreation areas and creating a regional trail system. While the Project may indirectly contribute to the City's expected 15 percent annual population growth between 2020 and 2035, the additional residential development planned for the City under the City's 2035 General Plan Update will fund the needed parks and recreational facilities to serve these new residents through the City's Park Improvement Impact Fee (\$6,480 per single-family residential units and \$5,443.49 per multi-family residential unit according to the City's 2022 DIF Annual Report), and residential development required DIF fees. Accordingly, the Project would have less than significant impacts on recreational facilities in the City.

TRANSPORTATION

Effect of a Geometric Design Feature

The Project site is currently vacant with no existing roadways or intersections on the site. SR 86 and Airport Boulevard, respectively, from the eastern and southern boundaries of the site. The Project would develop the existing vacant site with industrial, commercial and office uses as allowed under the City's General Plan and Zoning Code and no incompatible uses would be developed on the site.

Finding:

The City Council finds that the project would not increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment), and therefore impacts will be less than significant. No mitigation measures are necessary.

Facts in Support of Finding:

Roadway improvements on the Project site would be designed and constructed to satisfy the City of Coachella Improvement Standards and Specifications and the Standards Specifications for Public Works Construction, and Caltrans requirements (Highway Design Manual Index 405.2(2)(e)) for street widths, corner radii, intersection control, as well as incorporate design standards tailored specifically to project access requirements that would result in the safe and efficient flow of traffic. Moreover, all internal roadways would access the site within established roadway geometric features and standards.

Construction Impacts

The Project proposes development of the site over three (3) phases. Phase I construction is anticipated to take approximately one (1) to five (5) years following Project approvals, and Phases II and III are anticipated to occur over approximately five (5) to 10 years and 20 years, respectively. Impacts associated with the construction of the Project may temporarily restrict vehicular traffic

along Airport Boulevard or the SR 86 off-ramp. However, construction operations would be required to implement traffic management plans, approved by both the City and Caltrans, that are adequate to facilitate the passage of people and vehicles through/around any required road or lane closures, under Mitigation Measure TRA-1.

During construction, worker vehicles, haul trucks, and other vendor trucks would be staged on the portion of the Project site under construction for the duration of the construction period. As part of the traffic management plans, the Project would be required to adhere to appropriate measures to facilitate the passage of persons and vehicles through/around any required road closures and measures to properly route heavy-duty construction vehicles entering and leaving the site (as applicable). As a result, impacts related to vehicular circulation design features during construction of the Project would be less than significant.

Operational Impacts

Access and circulation for the Project would be provided through a new signalized project access at Airport Boulevard. In addition, a second right-turn in only access is proposed between the SR 86 southbound offramp and the signalized project entrance, which is subject to Caltrans approval. If Caltrans approval is not successfully obtained, a gated emergency access driveway would be installed in this location. Driveway aisles and internal sidewalks for the Project would be of appropriate width according to City of Coachella standards. Trucks accessing and leaving the Project site would be routed primarily along SR 86, Airport Boulevard and all other existing City-designated truck routes to access SR 111, which would limit potential safety conflicts between passenger vehicles and trucks. Therefore, the Project's construction and operational impacts related to vehicular circulation design features as described above would be less than significant.

TRIBAL CULTURAL RESOURCES

Impacts to Historical Resources

A "historical resource" includes, but is not limited to, any object, building, structure, site, area, place, record, or manuscript which is historically or archaeologically significant, or is significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California (Public Resources Code § 5020.1(j)) and a "Local register of historical resources" means a list of properties officially designated or recognized as historically significant by a local government pursuant to a local ordinance or resolution (Public Resources Code § 5020.1(k)).

Finding:

The City Council finds that the project would not cause a substantial adverse change to a tribal cultural resource that is listed or is eligible for listing in the California Register of Historical Resources or in a local register of historical resources as defined in Public Resources Code § 5020.1(k), and therefore impacts will be less than significant. No mitigation measures are necessary.

Facts in Support of Finding:

As discussed in Final EIR Section 4.5, Cultural Resources, and the Cultural Resource Investigation incorporated herein by this reference, 15 previous investigations have been conducted and documented since 1974, within the overall Project site and surrounding areas. In addition, the data review indicated that approximately 22 cultural resources have been previously documented within one (1) mile of the Project area. These resources included 2 historic period archaeological sites and 20 historic-period built environment resources. However, none of those resources may be classified as prehistoric and none of them have been identified within the actual Project site.

Although a segment of the CVSC (also known as the Whitewater River Storm Water Channel (33-017259), under historical records), which is an earthen and concrete-lined channel constructed in 1915, borders the Project site to the west, the CVSC is not considered eligible for the CRHR or the NRHP. In addition, no cultural resources have been found under the overall area surrounding the Project site, according to CVWD's Subsequent IS/MND conducted during its channel improvement project (SCH#2019079095). However, in the event that previously undiscovered tribal resources were unearthed during pre-construction and construction activities at the Project site, the Project's adherence to Policy 12.2 of the Sustainability + Natural Environment Element of the City of Coachella 2035 General Plan Update would require coordination with affected tribes before further site disturbance activities. Therefore, the Project would have a less than significant impact relative to tribal cultural resources.

UTILITIES AND SERVICE SYSTEMS

Require Relocation or Construction of New Facilities

The Project would develop approximately 47.96 acres of currently vacant land located to the northwest of SR 86 and Airport Boulevard, in the southeastern portion of the City. The site would be developed with approximately 42.36 acres of industrial, commercial and office uses, while an IID substation would be located at the northern 5.6 acres of the overall Project site.

Finding:

The City Council finds that the project would not require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas or telecommunications facilities other than the specific improvements described as part of the Project description and evaluated within the Final EIR, and therefore impacts will be less than significant. No mitigation measures are necessary.

Facts in Support of Finding:

Construction of all necessary pipeline and sewer line connectors would be subject to compliance with all applicable local, State, and Federal laws, ordinances, and regulations, as well as any site-specific conditions of approval. In addition, impacts to the physical environment associated with the Project-related electricity, gas, and telecommunications facilities that would be constructed to service the Project are included in the Project's construction phase, and all potential impacts have been evaluated throughout the EIR under the appropriate topical headings. Where significant impacts are identified, mitigation measures are required to reduce the Project's impacts to the

maximum extent feasible. There are no environmental impacts that would occur specifically related to the Project's proposed electricity, gas, and telecommunications improvements. Therefore, compliance with the relevant laws, ordinances, and regulations would ensure the Project's construction-related environmental impacts are reduced to a less than significant level.

Water and Wastewater Facilities

The CWA will supply water to the Project, which will require the construction of new onsite water and wastewater facilities and will require connection to CWA facilities. New water lines would be constructed on the Project site in accordance with CWA requirements for sizing and capacity and would connect to a proposed 20-inch water line to be constructed by CWA in Grapefruit Boulevard and to the east under the CVSC to the Project site. Construction impacts associated with the installation of the on-site facilities are addressed in the EIR as part of the Project development activities. CWA's new 20-inch water line extension from Grapefruit Boulevard is a separate project being undertaken by CWA with independent utility (including serving portions of the City located to the east of SR 86) and separate CEQA review. Until such time as the CWA facilities are completed to serve the Project, CVWD will supply water in an interim basis through an exiting agreement between the City and CVWD.

In addition, a portion of the CWA water line project will be constructed in the same location as a new CVWD water line extension project, including the portion that crosses the CVSC. For this portion of the CWA water line project, the CVWD prepared the Subsequent Initial Study and Mitigated Negative Declaration (IS/MND), Phase III A-2 Transmission Main, East Coachella Valley Water Supply Project, Valley View Mobile Home Park Water Consolidation Project (State Clearinghouse No. 2019079095) (April 2022), which addresses the potential environmental effects of that project and determined that it would not have any significant, unmitigated effects.

With respect to location and work associated with the east-west extension of the new CWA water line, the water line project IS/MND discussed that potential impacts may arise from temporary construction-related impacts in areas such as risk of minor accidental spills, construction noise and ground borne vibration, and temporary single lane traffic closures. All of these impacts, while requiring mitigation as set forth in the IS/MND, have limited potential to cause more than temporary impacts. The quantities of gasoline, lubricants, and other potentially harmful hazardous materials are limited to that necessary to operate equipment, and as such would not be able to be spilled in a quantity that would result in an overall substantial adverse effect to human beings. Impacts from construction noise and vibration would be temporary, during daytime hours, and construction would not require equipment that generates excessive levels of prolonged noise.

Traffic impacts are limited to the in-road work and would only require closure of one lane. The project, once completed, would return the road to previous use and no lasting or substantially adverse impacts would occur. Other potential areas for adverse impacts could occur from rupture, contamination, or failure of project features; however, the project is designed to all current codes and standards to prevent rupture, contamination, or failure of water systems. Consequently, the water line project IS/MND concluded that it would not result in any environmental effects that would cause substantial adverse effects directly or indirectly. Therefore, the water facilities to be constructed as part of the Project would not cause any significant environmental effects and a less than significant impact would occur.

Stormwater Drainage

The Project's operational stormwater and drainage improvements have been designed in accordance with FEMA and City requirements. The Project site would be separated into three main subareas and stormwater collection system boundaries: 1) the majority of the site is serviced by a series of drain inlets, gutters and swales where runoff can be collected and conveyed in an underground storm drain system toward permanent retention basins located along the western side of the site; 2) a smaller portion of the Project located at the northerly interior of the site will drain its surface runoff toward an interim retention basin; and 3) a portion of the site's eastern portion would flow to a single retention basin adjacent to the Project boundary (during construction and operations).

Due to the need to retain all stormwater runoff onsite (including the 100-year flood), the permanent planned western boundary retention basins are not sufficient to retain all of the needed stormwater capacity. In order to retain all of the on-site flows, an interim detention basin has been planned for the Large Warehouse #4 (LW #4) site. CVWD has already completed improvements to the adjacent channel and has submitted for a Letter of Map Revision (LOMR) from FEMA, which is anticipated to be approved in the coming years. Once the LOMR is approved, the site will no longer be required to retain all on-site flows from a 100-year flood event and the interim basin will no longer be required. Therefore, the LW-4 site can then be developed.

The site would feature several depressed loading docks (0.16 acres) for the proposed warehouse buildings on the northern portion of the site. These loading docks would be constructed to drain into underground storage facilities, which would be connected to the site's proposed storm drain retention system. The geotechnical and soils report prepared for the Project concluded that underground infiltration systems are not recommended for the site due to relatively high groundwater levels. However, an automatic pumping system would be included to convey water from the underground storage facilities to the storm drain system.

The on-site retention basins would be designed and sized to retain the entire storm volume generated on-site during the 100-year storm event with only shallow ponding on-site. Any on-site ponding occurs by overflowing of the on-site storm drain collection system connected to on-site basins. As surface water subsides in the onsite retention basins, ponded surface water would be evacuated by infiltration within the basins. In the event of emergency flooding conditions in the City or this part of the County, the Project site's drainage system and lines would be designed in accordance with City requirements such that flows exceeding the capacity of the on-site collection system would overflow at the southeasterly end of the site toward the SR 86 right-of-way and flows would then proceed to the CVSC, ending ultimately at its terminus at the Salton Sea.

In addition, the Preliminary WQMP presents a number of non-structural and structural BMPs to be implemented under Project operations, incorporated herein. As such, the Project would be required to collect and store 100 percent of the runoff generated during a 100-year storm event on-site per City drainage standards. The storm drain system will be privately operated and maintained during the life of the project per a project-specific Final WQMP, which will include copies of CC&Rs, Covenant and Agreements, BMP Maintenance Agreement and/or other mechanisms used to ensure the ongoing operation, maintenance, funding, transfer and implementation of the project

specific WQMP requirements. Therefore, the stormwater facilities constructed as part of Project would not cause significant environmental effects and a less than significant impact would occur.

Electric Power, Natural Gas, or Telecommunications Facilities

Electric power lines currently serviced by IID are located outside the western border of the Project site. The site does not currently have electric power line connection and therefore off-site improvements would need to be made to bring electricity to the site. The proposed tie-in to existing IID power lines would be from the high-tension power lines that run along the western edge of the site and would connect into the proposed IID substation facility on the site.

Construction of the proposed substation may result in temporary impacts related to traffic and noise from worker vehicles and construction equipment, sewer and wastewater needs from temporary worker usage of waste facilities, and use of batteries and nighttime lighting for construction activities. As analyzed throughout the EIR, any impacts related to the IID expansion can be reduced to a less than significant level with the incorporation of the mitigation measures.

The site would be served by SoCalGas for natural gas connections. Although no existing gas lines are currently located on the site, the Project would tie into existing SoCalGas underground gas lines, which would be extended into the Project site along the southwestern portion of the site through the extension of existing underground gas lines at Grapefruit Boulevard and Airport Boulevard that are owned, operated and maintained by SoCalGas.

Telecommunication and internet services would be provided to the Project site, on a demand basis by multiple providers, including Frontier (telecommunications) and Spectrum (internet and telecommunications) which have existing lines along Airport Boulevard along the site's southern boundary. Therefore, any potential additional service line extensions at the site would be connected to existing telecommunications lines along existing and disturbed roadway rights-of-way.

The Project would therefore connect to the existing utility lines that surround the site, through appropriate number and size of extensions during development of buildings under the Project. All extensions would be constructed within existing disturbed road rights-of-way and would comply with the goals and policies of the Infrastructure + Public Services Element of the City's 2035 General Plan Update. Specifically, the Project would have to comply with Goal 6 as well as Policies 6.4 and 6.6 that require commercial and business projects to provide easy access to energy, internet and telecommunication services. The Project's compliance with Policies 6.7 and 6.8 would require all building development on the site to coordinate with SoCal Gas in order to provide safe, underground connections to existing utility providers in the City. Operations of the proposed electric, telecommunication and natural gas lines would continue on the site through connections to existing offsite lines and pipes that are located underground in the vicinity of the site.

Water Supplies

A WSA was conducted for the Project dated February 2024 and provides an assessment and verification of the availability of sufficient water supplies during normal, single-dry, and multiple-dry years over a 20-year projection to meet the projected demands of the Project, in addition to existing and planned future water demands of CWA (EIR, Appendix G3). The WSA also includes identification of existing water supply and demand, and quantities of water received in prior years,

to account for existing and planned future water demands of the CWA, as required by Senate Bill 610 (SB 610), SB 221, and SB 1262.

Finding:

The City Council finds that the project would have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years, and therefore impacts will be less than significant. No mitigation measures are necessary.

Facts in Support of Finding:

The applicable and most current UWMP is the 2020 Coachella Valley Regional UWMP, from which water supply and demand data is provided in the EIR and incorporated herein.

The jurisdictional service areas of the six participating agencies in the Coachella Valley Regional UWMP include:

- Coachella Valley Water District (CVWD)
- Coachella Water Authority (CWA)
- Desert Water Agency (DWA)
- Indio Water Authority (IWA)
- Mission Springs Water District (MSWD)
- Myoma Dunes Mutual Water Company (MDMWC)

The Coachella Valley Groundwater Basin is used by all six agencies as their primary source of supply for meeting municipal water demands (water used for typical household, business, and local government use). The basin provides storage to help meet demand even in dry years. In a typical year, groundwater pumping is more than the amount of local rain and mountain snowmelt.

The two largest subbasins in the Coachella Valley Groundwater Basin used to meet municipal water demands are the Indio Subbasin and the Mission Creek Subbasin. Subbasins are portions of a larger groundwater basin – usually separated by faults. In both of these subbasins, water agencies are developing updated plans to address long-term sustainable management of the groundwater basin. These plans were approved by Department of Water Resources (DWR) to meet planning requirements of the SGMA and are called the Alternative Plans. While the UWMP is focused on water used for municipal supply, the Alternative Plans address all water use in the Valley, including golf course and agricultural irrigation. In addition to groundwater, some of the water providers use local stream water, and some have recycled water systems to provide highly treated wastewater for irrigation. Imported water is used for groundwater replenishment and meeting non-urban demands.

Water would be supplied to the Project site by CWA. In 2020, CWA had 8,935 municipal connections and supplied a total volume of 7,216 AFY of water. CWA has one principal source of water supply, which is groundwater from the Indio Subbasin produced from CWA owned and operated wells. CWA's distribution system network consists of approximately 120 miles of pipeline. There are currently six wells within the City's distribution system. The total pumping capacity of active wells is approximately 11,400 gallons per minute (gpm) or 16.5 million gallons per day (MGD).

There are three storage reservoirs within the City: the 1.5 million gallon (MG) Dillion Road Reservoir, the 3.6 MG Mecca Reservoir, and the 5.4 MG Well 18 Reservoir. CWA has a total reservoir storage capacity of approximately 10.5 MG; of which, approximately 1.5 MG lies within the 150 Zone. CWA operates two booster pumping stations, the Mecca Reservoir booster pump station (Well 12 Booster) and the Well 18 Reservoir booster pump station (Well 18 Booster). The Well 12 Booster supplies the Low Zone and takes suction from the Mecca Reservoir, and the Well 18 Booster supplies both the 150 Zone and Low Zone, and takes suction from the Well 18 Reservoir.

Currently, CWA does not produce or use recycled water or raw water in its service area; however, the City is considering a recycled water system in the future. It should be noted that raw water, via the Coachella Canal, is used within the City limits, but by the agricultural community and not as a part of the CWA system. Per CVWD Ordinance No. 1428, CWA has opportunity to receive canal water for additional potable water supply when available. As the water becomes available, CWA may work with CVWD to pursue those opportunities to supplement its water portfolio.

The 2020 UWMP provides CWA's actual water use and projected water supplies and demands in a normal year, single dry year, and multiple dry years (Tables 14.19-1, 14.19-2, 14.19-3, 14.19-4 and 14.19-5 as forth in the EIR are incorporated herein by this reference). CWA's ability to meet demands is determined by an analysis of the available water supplies within CWA's water service area in each scenario. Considering the groundwater basin management efforts presented throughout the UWMP, the historical groundwater supply availability during these scenarios is assumed to be fully reliable and an accurate assumption for future reliability.

As discussed in the WSA prepared for the Project, total projected water demand for the Project is 151.94 AFY, or 3.17 acre-feet (AF) per acre (see, EIR Table 4.19-6, Projected Total Water Demand for the Project). CWA's long-term water management planning ensures that adequate water supplies are available to meet existing and future water needs within its service area. As stated in the UWMP tables, CWA's current urban water demand is 7,216 AFY for 2020. The projected urban water demand for 2040 is 16,819 AFY. This Project's water demand of 151.94 AFY accounts for approximately 0.9 percent of the difference between current municipal demands and planned demands of 16,819 AFY by 2040.

CWA's projected water supplies in a normal year, single dry year, and multiple dry years are fully reliable. As discussed in the 2020 UWMP, CWA intends to continue meeting its urban water demands with groundwater. Project development was accounted for in CWA's estimates of future water demands, because the estimates were derived from General Plan land use designations, and the Project is consistent with those designations. Furthermore, to receive water service, the Project will be subject to an agreement with CWA, together with any and all applicable fees, charges,

plans and specifications, conditions, and any and all other applicable CWA requirements in place and as amended from time to time.

The Project's water supply impacts would be less than significant; however, in order to further minimize impacts to water supply, the Project's WSA has provided specific water conservation measures that the future tenants of the proposed project business park development would implement to ensure the most efficient use of water resources and to meet and maintain the most recent UWMP goals throughout the life of the Project. The water conservation measures include the following:

1. Native plant materials and other drought-tolerant plants shall be used in all non-turf areas of Project landscaping. Large expanses of lawn and other water-intensive landscaped areas shall be kept to the minimum necessary and consistent with the functional and aesthetic needs of the Project, while providing soil stability to resist erosion.
2. In the event recycled water becomes available to the Project, the potential use of tertiary treated water will be reviewed to determine feasibility of its use for on-site landscaped areas to reduce the use of groundwater for irrigation.
3. The installation and maintenance of efficient on-site irrigation systems will minimize runoff and evaporation and maximize effective watering of plant roots. Drip irrigation and moisture detectors will be used to the greatest extent practicable to increase irrigation efficiency.
4. The use of low-flush toilets and water-conserving faucets shall be required in conformance with § 17921.3 of the Health and Safety Code, Title 20, California Code of Regulations § 1601(b), and applicable sections of Title 24 of the State Code.

Therefore, the Project would have sufficient water supplies to serve the Project and reasonably foreseeable future development during normal, dry, and multiple dry years, and impacts would be less than significant.

Adequate Capacity for Wastewater Treatment

For sanitary sewer service, the Project site is within the City's sewer boundary but the Project site would be served by CVWD which provided a Will Serve Letter for the Project as proposed, in July 2020, requiring the Project to provide the appropriate infrastructure construction and compliance with all existing CVWD facilities.

Finding:

The City Council finds that there is adequate capacity in CVWD's wastewater treatment system to serve the project's projected demand, and therefore impacts will be less than significant. No mitigation measures are necessary.

Facts in Support of Finding:

The Project site does not currently have wastewater/sewer service and will need to extend its connection to CVWD's existing line that runs along Airport Boulevard; the tie in will be at the south end of the Project at Airport Boulevard. This line will be extended eastward over the CVSC under the Airport Boulevard bridge and stubbed to the southwest corner of the Project site, and all effluent will be treated at CVWD's Wastewater Treatment Plant (WWTP) #4, which complies with the Colorado River Basin RWQCB. Wastewater from the Project site would be regulated by the Colorado River Basin RWQCB adopted WDRs Order No. R7-2005-0083, which specifies effluent limitations, prohibitions, specifications, and provisions necessary to protect the beneficial uses of the surface and ground waters within the Colorado River Basin Region. Compliance with the WDRs would ensure that wastewater discharges generated by the Project and treated by the WWTP system would not exceed applicable Colorado River Basin RWQCB wastewater treatment discharge requirements.

The Project will be conditioned to connect to the City's system when facilities are available in proximity to the site and would be mandated to conform to applicable goals and policies of the Infrastructure + Public Services Element of the City's 2035 General Plan Update. Specifically, Goal 1, which promotes the maintenance of efficient and high-quality infrastructure facilities, and Goal 2, which requires adequate and reliable water and wastewater supply facilities to address all future growth in the City. Policies 1.1, 1.2, 1.4 and 3.6 would ensure that the Project site is adequately supplied with water and stormwater drainage and service standards, while Policy 1.9 would ensure that retention basins and stormwater areas are designed and constructed in a safe, aesthetically pleasing manner and Policy 1.5 would ensure that the Project provides adequate water and stormwater facilities. Goal 3 of the Infrastructure + Public Services Element would require all development at the Project site maintain adequate wastewater connections as well as collecting and safely disposing of all onsite wastewater. Policy 3.4 would ensure that proposed development on site has the proper wastewater conveyance capacities prior to the issuance of any building permits. Policy 3.8 would require users on the Project site to establish adequate wastewater disposal systems such that all potential users have access to adequate and maintained wastewater disposal systems either on site or in existing systems in the City of Coachella.

The Project would therefore comply with Policies 2.3, 2.5 and 2.6, and will provide and maintain adequate water supplies, storage and distribution to all future uses on the site. The Project's adherence to Policies 2.11, 2.12 and 2.13 require water conservation programs and measures; Policy 2.14 encourages new development to utilize on-site grey water systems; and, Policy 2.15 requires expansion of the use of reclaimed water specially for water efficient landscaping. The Project will connect to CVWD's Wastewater Treatment Plant #4, where effluent is not currently recycled; however, it will be in the future when demand for recycled water is developed.

In addition, since Policies 2.8 and 3.5 would ensure that all development on site would pay fair-share connection and maintenance fees, with implementation of these relevant General Plan policies as well as adherence to all applicable local and State regulations and codes, that the Project impacts to water, wastewater, and stormwater will be less than significant.

Generate Excess Solid Waste

The Project site is currently vacant and undeveloped with no sources of solid waste generation or the need for the use of local solid waste infrastructure. Development of the site Project would result in warehouse and storage facilities, office and commercial development, all of which would generate solid waste on site.

Finding:

The City Council finds that the project will not generate solid waste in excess of State or local standards or in excess of the capacity of local infrastructure, and therefore impacts will be less than significant. No mitigation measures are necessary.

Facts in Support of Finding:

Construction activities under the Project have the potential to generate construction waste from building materials as well as construction workers on site. The Project site would be served by the Badlands Landfill, with sufficient capacity for additional trash per day (City of Coachella 2035 General Plan Update EIR; 2014). Solid waste generated during each phase of Project construction would be collected and deposited at the landfill site which has the capacity to accept the site's generated construction and demolition solid waste. The Project would also be required to comply with solid waste diversion requirements established by CalGreen, requiring the diversion of at least 65 percent of solid waste. In addition, in compliance with CalGreen, any project requiring construction permits from the City must divert at least 65 percent of construction and demolition materials or forfeit their deposit (Coachella Municipal Code Chapter 15.54, Recycling and Diversion of Waste from Construction and Demolitions, § 15.54.130). By providing solid waste pickup at the site and disposal to all appropriate landfill locations that currently serve the City, the Project would have solid waste diversion of 65 percent across all proposed uses on the site.

In addition, Project construction and operation activities would be required to adhere to applicable policies under the Infrastructure + Public Services Element of the City's 2035 General Plan Update. Specifically, Policy 5.4 which requires projects to strive for zero solid waste to landfills through appropriate reuse and recycling efforts; Policies 5.6 and 5.8 which would require adequate disposal of hazardous materials during construction and operation, as well as the use of green waste management practices on the site. The Project's adherence to Policies 5.7, 5.11, 5.12, and 5.15 would ensure that appropriate trash collection facilities and services are provided on site for all construction, electronic, recycling, and daily trash materials.

Similarly, operational activities at the Project site would involve the generation of solid waste and recycling materials at the various structures on site. The City contracts with Burrtec to provide solid waste collection, recycling, and disposal management services. All businesses will be required to establish an account with Burrtec for regular solid waste and recycling pick-up and disposal. The Badlands Sanitary Landfill is currently permitted to receive 5,000 tons of trash per day. The total permitted capacity of the landfill is 82,300,000 cy with a remaining capacity of 4,900,000 cy and a ceased operation date of January 1, 2059. The solid waste generated by the operation of the Project would be negligible compared to the Badlands Sanitary Landfill's

maximum permitted throughput of 5,000 tons per day. Therefore, the Project's impacts relative to solid waste facilities would be less than significant.

Comply with Statutes and Regulations regarding Solid Waste

The Project would result in new warehouse, storage, office and commercial uses on a currently vacant site. All of the anticipated development would generate solid waste and all solid waste-generating activities within the City are subject to the requirements set forth in the CalGreen that requires demolition and construction activities to recycle or reuse a minimum of 65 percent of the nonhazardous construction and demolition waste, and AB 341 that requires diversion of a minimum of 75 percent of operational solid waste.

Finding:

The City Council finds that the project will comply with federal, state and local management and reduction statutes and regulations related to solid waste, and therefore impacts will be less than significant. No mitigation measures are necessary.

Facts in Support of Finding:

The Project would be consistent with all state regulations, enforceable through the City's project permitting process; solid waste would be collected and disposed at appropriate waste facilities that currently service the City. In addition, the Project would be required to comply with the appropriate goals and policies of the Infrastructure + Public Services Element of the City's 2035 General Plan Update such that all solid waste and landfill materials are disposed of in accordance with the City and County's waste management systems under Goal 5. Project adherence to Policy 5.7 would ensure that future development under the Project would provide the appropriate trash collection services, while Policies 5.4, 5.6, 5.9, 5.10 would ensure that users at the site strive for reduced (through recycling) or zero waste to landfills by 2040, do not dispose of hazardous materials into the typical municipal waste stream, practice recycling and composting of green waste, and dispose of electronic waste at the appropriate disposal locations. The Project's adherence to the use, storage and disposal of recycled materials and construction waste in compliance with Policies 5.12, 5.13 and 5.15 would also ensure that development under the Project would comply with all solid waste statute and regulations; and therefore, there would be less than significant impacts.

WILDFIRE

Exposure to Pollutants from Wildfire

While all of California is subject to some degree of wildfire hazard, specific features make certain areas more hazardous. The California Department of Forestry and Fire Protection (CalFire) is required by law to map areas of significant fire hazards based on fuels, terrain, weather, and other relevant factors. Factors that increase an area's susceptibility to fire hazards include slope, vegetation type and condition, and atmospheric conditions. CalFire has identified two types of wildfire risk areas: 1) wildland areas that may contain substantial forest fire risks and hazards and 2) Very High Fire Hazard Severity Zones (VHFHSZs).

Finding:

The City Council finds that the project would not result in pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire due to slope, prevailing winds, or other factors that exacerbate wildfire risk, and therefore impacts will be less than significant. No mitigation measures are necessary.

Facts in Support of Finding:

Construction and operation of the Project may utilize hazardous materials such as petroleum products (see EIR Section 4.9, Hazards and Hazardous Materials). However, all Project construction would be subject to applicable federal and State laws and regulations related to the proper use, storage, and transport of hazardous materials. Construction equipment would be subject to standard operating procedures, that would limit sources of ignition that could generate a wildfire. All construction activities on the Project site would be required to have all equipment use and worker tasks conform to fire safety protocols, including, but not limited to, on-site fire extinguishing equipment. As such, construction related impacts would be less than significant.

Factors for assessing existing wildfire risk include drought, slope steepness, wind speeds, flammability of vegetation, and burn history and severity (length of time from last fire and location of last proximate fire). The Project site is relatively flat and has a gentle slope from northwest to southeast as does most of the land within the city. The Project site is not on or adjacent to any slopes and is abutted by the SR 86 right-of-way on the east, the CVSC on the west, and Airport Boulevard on the south. Vacant desert land occurs immediately north, in a narrow parcel that is part of the Caltrans right of way. The site is not near open space or mountain slopes, and its isolation make the risk of wildfire, or the spread of wildfire, extremely low. Impacts associated with uncontrolled spread of wildfire would be less than significant.

V. FINDINGS REGARDING ENVIRONMENTAL EFFECTS HAVING NO IMPACT

AESTHETICS

Scenic Resources

The Project site had been in agricultural use in the early 1900s; however, the site is currently vacant and there are no historic buildings located on the site. Trees are sparse and located primarily in the northern and northwestern portions of the site. Small rock deposits from previous uses are scattered throughout the site along with low shrub and bush coverage. The Project site is not located within or in proximity to any officially designated State scenic highways as identified by Caltrans. The closest eligible State scenic highway is a portion of SR 111 located approximately 6.3 miles southeast of the Project site, in the community of Mecca. Therefore, there would be no impact on any scenic resources within or near a State scenic highway.

AGRICULTURE AND FORESTRY

Convert Farmland

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

Conflict with Zoning or Williamson Act

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

Conflict with Forest or Timberland

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

Loss of Forest

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

Other Conversion of Farmland or Forest Land

As discussed above and in the Final EIR, no conversion to non-agricultural use or conversion of forest land to non-forest use would occur with the Project and there will be no impact to farmland or forest land.

BIOLOGICAL RESOURCES

Conflict with Local Policies or Ordinances

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

GEOLOGY AND SOILS

Impacts related to Septic Tanks

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

HAZARDS AND HAZARDOUS MATERIAL

Hazardous Materials within ¼ mile of a School

There are no schools on, or proposed for, the site or in the immediate vicinity of the Project site. The nearest school site is the John Kelley Elementary School in the adjacent community of Thermal approximately 2.5 miles to the south of the Project site. There would be no impact to existing or proposed schools within one-quarter mile of the Project site.

HYDROLOGY AND WATER QUALITY

Inundation by Flooding, Tsunami or Seiche

Flood Zone

CVWD has completed channel lining improvements that would remove the entirety of the Project site from the floodplain. Therefore, the Project would not result in the risk of release of pollutants due to project inundation in a flood zone and impacts would be less than significant.

Tsunami

The Project is situated approximately 79 miles to the east of California's coastline along the Pacific Ocean. Therefore, the risk of inundation by tsunami is considered negligible and there would be no impact.

Seiche Zone

The Project is situated approximately 10.5 miles to the north of the Salton Sea, and as such, is not located near a large standing body of water. Therefore, the risk of inundation by seiche is considered negligible and there would be no impact.

LAND USE AND PLANNING

Physically Divide an Established Community

The physical division of an established community is typically associated with construction of a linear feature, such as a major highway or railroad tracks, or removal of a means of access, such as a local road or bridge, which would impair mobility within an existing community or between a community and an outlying area. The Project does not propose the construction of any roadway, flood control channel, or other structure that would physically divide any portion of the community. The Project will develop a currently vacant site with light industrial, storage and warehouse spaces, office uses, gas station and convenience store, fast food retail, as well as a utility substation to be operated by IID. The Project site is mostly vacant to the north and east, with some light industrial uses located to the west. SR 86 follows the eastern border of the site and Airport Boulevard forms the southern boundary. The Project will result in a mixed commercial and industrial project on vacant land. The Project will be self-contained and will not affect the ability of surrounding lands to develop with the uses permitted on those properties. Therefore, neither construction nor operation of the Project would result in the physical division of an established community. No impact would occur.

MINERAL RESOURCES

Loss of a Mineral Resource of Local Value or of Value to Region or State

According to the California Department of Conservation (CA DOC), the Project site is not located within a Mineral Resource Zone. Therefore, implementation of the Project would not result in the loss of any mineral resources that are of value to the State; there would be no impact. Similarly, no mineral resource sites are delineated or analyzed under the City's General Plan, and none are contained in other specific or land use plans. Implementation of the Project would not result in the loss of availability of important mineral resources; there would be no impact.

POPULATION AND HOUSING

Displace People or Housing

The Project site is on currently vacant parcels that have no housing or people living on the site. The Project therefore would not displace people or require the construction of replacement housing elsewhere. Therefore, no impact would occur.

RECREATION

Require New or Expanded Facilities

As a primarily industrial and office development with some commercial uses (related to restaurant and gas station uses), the Project does not include recreational facilities and would not require the construction or expansion of recreational facilities as it is not adding housing or residents on the site who would require access to park and recreational spaces. However, the Project would include pathways and open areas that would be accessible to all employees and visitors at the site. Although the jobs generated by the Project could create demand for housing, future employees

connected with the Project would primarily access parks in their residential neighborhoods, and new residential projects would be required to construct recreational facilities as part of their project entitlements. Therefore, the Project will not require the construction expansion of recreational uses that might have an adverse physical effect on the environment. No impact would occur.

WILDFIRE

Require Infrastructure

The Project will require development of infrastructure for urban development (not for wildfire risk), including for power, water, sewer, stormwater drainage and an internal roadway system, and would decrease fire risks relative to existing conditions. The Project site is not located in or near a State Responsibility Area (SRA) or Local Responsibility Area (LRA) and does not contain any land classified as a VHFHSZ. Electricity would be provided to the Project site through a new underground distribution line that would extend from Airport Boulevard and also connect to existing power lines and infrastructure located along the site's western boundary. An IID substation facility would be located at the northern end of the overall Project Site, and this would include a 315 foot x 315 foot electrical substation and a 1-25 mega volt ampere (MVA) 92/13.2 kilovolt (kV) transformer bank in order to provide adequate power for the Project. There also would be 92 kV transmission line extensions and associated distribution feeders/backbones and distribution line extensions installed on the substation portion of the overall Project site. Electric power lines and poles are currently located to the west of the Project Site, and these currently serve all existing development to the west of the CVSC. All of the proposed power utility lines would be located underground and would connect to the existing power lines and power poles located to the west of the site and within City boundaries; no new power poles would be located on the site. Future maintenance of the Project facilities would not increase the risk of fire because the proposed uses onsite would not include any features that would have the potential to exacerbate fire risk or result in temporary or ongoing impacts to the environment. The Project site would also provide suitable access for emergency vehicles from Airport Boulevard. Therefore, no impact would occur.

Expose People or Structures to Risk of Flooding, Landslides

The Project site is comprised of a relatively flat terrain, sloping gently northwest to southeast. Since the site is not located within a FHSZ, the Project would not increase fire risks at the site.

Landslides, including rockfalls, deep slope failure, and shallow slope failure, are not likely to occur at the site due to the absence of steep slopes; the site is relatively flat. The Project is not expected to expose people or structures to downslope or downstream flooding or landslides risks as a result of runoff, post-fire slope instability, or drainage changes. No impact would occur.

VI. FINDINGS REGARDING CUMULATIVE IMPACTS

CEQA Guidelines § 15130 requires an EIR to include an analysis of the cumulative impacts of a project when the project's incremental effect is considered cumulatively considerable. Cumulative impacts are defined as two or more individual events that, when evaluated together, are significant or would compound other environmental impacts of a project. Cumulative impacts are the changes in the environment that result from the incremental impact of development of the Project and other nearby projects.

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

To assess potential cumulative impacts associated with planned and pending development in the City, the Final EIR considers planned and pending projects in the Project site vicinity, including within the City and adjacent areas of unincorporated Riverside County. Pending projects include projects for which a building permit has been issued, for which planning approvals have been obtained, or for which planning approvals are pending.

Upon construction of all of these projects, there would be an additional. 3,079.04 acres of new residential development/redevelopment, 96.13 acres of commercial development, and 4.89 acres of industrial development. The cumulative setting conditions are based on:

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

Aesthetic Resources

Although aesthetic impacts are generally site-specific, impacts that may affect scenic vistas or recognized visual resources can influence a broader area.

Finding:

The City Council finds that project’s impacts related to aesthetic resources will not be cumulatively significant.

Facts in Support of Finding:

The Project is anticipated to have less than significant impacts to views from surrounding public locations and from the major roadways. While the structures could impact views from surrounding locations, overall impacts related to aesthetics would be site specific and would not result in cumulatively significant aesthetic impacts. Furthermore, the cumulative development is already called for in the City’s General Plan, and will require compliance with the same General Plan policies and requirements as the Project, including the design guidelines related to sizing, heights and massing of buildings (as appropriate under each General Plan land use designation and Zoning District within the City) and other regulatory compliance discussed above. Therefore, and specifically to the standards limiting the height of development in the area, cumulative impacts related to scenic vistas would be less than cumulatively considerable.

The Project site and its immediate environs are designated for Industrial and Public Facility development; as such, other industrial buildings similar in mass and scale to the Project could be proposed for the surrounding area. The City's Zoning and General Plan provide guidance and requirements for height, mass, scale and lighting of projects in the residential, multi-family, commercial and industrial districts.

Since the Project borders Riverside County to the south of the site, all future development to the south of the Project would be required to comply with Riverside County requirements for building height, mass, architecture, landscaping, signage and lighting. The Project would not contribute to a significant cumulative impact that would constitute a degradation of visual quality in the Project vicinity as it would develop the currently-vacant site with a modern, well-designed and landscaped development that includes public open spaces and a circulation system. Furthermore, all cumulative projects would be subject to the same requirements as the Project, such as the City's lighting and signage requirements under both Title 24 Guidelines and Coachella Municipal Code Chapter 17.56.010(F)(3), which address components of highway signage such as size, height, lighting, location (setback from highway rights-of way) proximity to other signs among other features. Also, any new signs proposed in proximity to Caltrans facilities would be required to comply with Caltrans design requirements with regard to wattage and reflective nature of the sign structure. Therefore, the Project's contribution to cumulative impacts related to visual character and quality would be less than cumulatively considerable.

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

Agriculture and Forestry

Cumulative development within the City and adjacent areas of unincorporated Riverside County has the potential to convert existing agricultural lands to non-agricultural uses, thereby leading to a loss of agricultural land within the City, its Sphere of Influence, and Riverside County. According to the California DOC FMMP and the City of Coachella 2035 General Plan Update EIR, the City of Coachella has approximately 5,000 acres of land classified as Prime Farmland, Unique Farmland, Farmland of Statewide Importance and Land of Local Importance. Future development in the City and adjacent areas of unincorporated Riverside County has the potential to convert some of this land from agricultural production to urban development, leading to a substantial loss of farmland. The City of Coachella 2035 General Plan Update policies and the City's agricultural reserve areas will apply to agricultural lands as projects are proposed on these properties, and the impacts of these projects on agriculture will be assessed as those projects occur.

Finding:

The City Council finds that the project's impacts to the conversion of agricultural or forest lands to non-agricultural uses will not be cumulatively significant.

Facts in Support of Finding:

In determining whether impacts to agricultural resources are significant, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the DOC as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant, 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 (CARB).

The Project site is currently undeveloped and vacant and development of the Project will have no cumulative impact on the conversion of agricultural lands in the City or adjacent areas of unincorporated Riverside County, because the Project site is already designated for industrial uses. Therefore, the Project would not contribute to any significant cumulative impacts related to agricultural resources or forest land.

Air Quality

With the exception of the potential impacts related to odors, the cumulative study area for air quality includes the City of Coachella, adjacent areas of unincorporated Riverside County, and the SSAB. A project could contribute to an existing or projected air quality exceedance because the SSAB is currently in nonattainment for federal and State standards. The CAAQS designates the Coachella Valley as being in nonattainment for O₃, PM₁₀, and PM_{2.5} while the NAAQS designates the Valley as being in nonattainment for O₃ and PM_{2.5}. With regard to determining the significance of the cumulative contribution from the Project, the SCAQMD recommends that any given project's potential contribution to cumulative impacts be assessed using the same significance criteria as for project-specific impacts.

Finding:

The City Council finds that the project's impacts to air quality will not be cumulatively significant.

Facts in Support of Finding:

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

Relative to odors, the Project, and all other projects proposed in the City and adjacent areas of unincorporated Riverside County, would be required to comply with SCAQMD Rule 402 to

prevent occurrences of public nuisances (including odors), during both construction and long-term operation. As discussed in Responses 14-21 and 14-22, any future commercial or retail cannabis uses would be subject to State and local regulations and would be required to implement an odor abatement plan as a standard condition of approval, in compliance with Coachella Municipal Code § 5.68.040(P) and Coachella Municipal Code Chapter 5.68.130, Operating Standards, (C) Odor Control. All projects are also subject to the solid waste regulations for the City of Coachella. The Project's contribution to potential operational odor impacts associated with future commercial cannabis operations would be reduced with compliance with applicable regional and local regulations pertaining to cannabis cultivation and processing. Other developments within the cumulative study area similarly would be required to comply with SCAQMD rules and regulations and the solid waste regulations of the applicable jurisdictions. Therefore, Project impacts due to other emissions such as those leading to odors would be less than cumulatively considerable.

Biological Resources

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

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

Finding:

The City Council finds that the project's incremental impact to biological resources in the area will be mitigated. Impacts will not be cumulatively considerable.

Facts in Support of Finding:

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

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

Cultural Resources

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

Finding:

The City Council finds that the project's impacts related to cultural resources will not be cumulatively significant.

Facts in Support of Finding:

Based upon existing studies outlining intense resource use in this region, and the documented artifacts recovered from the prehistoric era, the Coachella Valley has the potential to have high archaeological sensitivity. Future development may uncover or disturb known or previously unknown archaeological resources. Impacts to such resources would be mitigated on a case-by-case basis and future projects would be required to follow the City of Coachella 2035 General Plan Update goals and policies, CEQA thresholds, and to implement mitigation measures specific to the site. Therefore, the Project's cumulative impact on archaeological resources would not be cumulatively considerable. Future development activity in other parts of the City and County may uncover previously unknown and buried human remains. However, the treatment of human remains is covered under California law and applies to all projects and property. Therefore, the Project's cumulative impact with respect to the potential disturbance of human remains would not be cumulatively considerable.

Energy

Cumulatively considerable environmental impacts related to energy resources could occur if the project, as well as past, current, and future projects, are wasteful or inefficient in their energy consumption and thereby cause significant environmental impacts.

Finding:

The City Council finds that the project's impacts related to energy resources will not be cumulatively significant.

Facts in Support of Finding:

The cumulative geographic scope for energy consumption in relation to the Project is Riverside County. This geographic scope is appropriate because the smallest scale at which energy consumption information is readily available is the county level. Cumulative development throughout the County would increase demand for electricity, natural gas, and transportation energy, as well as the need for energy infrastructure resources across the County. However, new iterations of the California Building Energy Efficiency Standards and CALGreen would require increasingly more efficient appliances and building materials that reduce energy consumption in new development.

The Project would result in cumulative energy usage impacts if the Project, in combination with all future development in the County, implemented development that did not incorporate sufficient building energy efficiency features or did not achieve building energy efficiency standards during construction and/or operation. However, the Project, along with future development in Riverside County would be required to be constructed in accordance with the California Building Energy Efficiency Standards and CALGreen in effect at the time it occurred. In addition, operation of the Project and all future development in the County would be required to include the installation of energy efficient appliances and efficient water fixtures and zero-net-energy designs through the installation of PV solar panels, as required by the applicable codes when development occurred. Future projects would be subject to the California Building Code, including California Energy Code and Cal Green's energy efficiency design features and standards related to residential and nonresidential buildings, and implemented to minimize the wasteful and inefficient use of energy.

Future development, as well as development under the Project, would also be subject to even more stringent requirements, such as the objectives set in the CARB Scoping Plan (2022), which would result in less fuel combustion and energy consumption to satisfy the State's goal of achieving carbon neutrality by 2045. Therefore, equipment used for Project and future project construction would be required to conform to CARB regulations and California emissions standards regarding retrofitting, repowering, or replacement of diesel off-road construction equipment. Compliance with anti-idling and emissions regulations would result in a more efficient use of energy during construction activities, and the minimization of wasteful energy consumption during a project's operation. Therefore, the Project's contribution to cumulative impacts due to wasteful, inefficient and unnecessary use of energy use would be less than cumulatively considerable.

Geology and Soils

The consideration of cumulative effects associated with geotechnical conditions includes the degree to which a project may contribute to the cumulative impacts from ground rupture and shaking from earthquakes, loss of topsoil, landslides, lateral spreading and liquefaction and other conditions.

Finding:

The City Council finds that the project's impacts related to geology and soils will not be cumulatively significant.

Facts in Support of Finding:

The area for cumulative analysis for geology and soils is the City of Coachella and adjacent areas of unincorporated Riverside County. Cumulative development in the City has the potential to increase total population and therefore expose more people to geological hazards such as ground rupture and shaking from earthquakes, loss of topsoil, landslides, lateral spreading and liquefaction. However, geologic hazards are often site-specific and individual future development in the City would be required to comply with applicable federal, State, and local regulations related to seismic hazards and geologic safety standards related to design and construction.

Cumulative projects have the potential for the discovery of and impacts to paleontological resources elsewhere in the City and County. Based upon the geologic history of the Coachella Valley, there is always the possibility that ground-disturbing activities during future construction projects may uncover previously unknown paleontological resources or sites or unique geologic features. However, potential impacts to paleontological resources from future development would be addressed on a case-by-case basis and appropriate mitigation would be designed to mitigate impacts resulting from future individual projects. Therefore, cumulative impacts relative to geology and soils would not be cumulatively considerable.

Greenhouse Gas Emissions

Due to their dispersing natural and aggregate regional impacts, greenhouse gases are analyzed in terms of cumulative impacts.

Finding:

The City Council finds that the project's impacts related to greenhouse gas emissions will not be cumulatively significant.

Facts in Support of Finding:

It is generally the case that an individual project of this size and nature is of insufficient magnitude by itself to influence climate change or result in a substantial contribution to the global GHG inventory. GHG impacts are recognized as exclusively cumulative impacts; there are no non-cumulative GHG emission impacts from a climate change perspective. The additive effect of Project-related GHGs would not result in a reasonably foreseeable cumulatively considerable

contribution to global climate change, given that the Project's GHG emissions have been substantially reduced through the implementation of Mitigation Measure GHG-1. In addition, the Project, as well as other cumulative related projects, would be subject to all applicable regulatory requirements, which would further reduce GHG emissions. The Project-related GHG emissions would be less than significant with implementation of Mitigation Measure GHG-1 and would not impede statewide 2030 and 2050 GHG emission reduction targets. As such, the Project would result in a less than significant cumulative GHG impact with mitigation incorporated.

Hazards and Hazardous Materials

Hazardous materials and risk of upset conditions are largely site-specific, resulting from the local conditions of individual developments.

Finding:

The City Council finds that the project's impacts related to hazards and hazardous material will not be cumulatively significant.

Facts in Support of Finding:

Cumulative projects within the City of Coachella and adjacent areas of unincorporated Riverside County have the potential to increase impacts related to encounters with hazardous materials by construction workers during construction activities and residences and employees exposed to hazardous materials. However, hazards are typically site specific unless being transported beyond a project area, and individual development would not create compounding impacts that would affect hazardous conditions on other sites. Future development projects would have to comply with all relevant federal, State and local policies in relation to hazards and would also be subject to CEQA review for each project, including compliance with remediation plans as applicable. Other potential impacts from future development would be addressed on a case-by-case basis, and appropriate mitigation would be designed to mitigate impacts resulting from individual projects. Considering compliance with the City of Coachella 2035 General Plan Update policies, state and federal regulations to reduce impacts related to hazards and the transport of hazardous materials, and the Project's implementation of Mitigation Measure HAZ-1, the Project's contribution to cumulative hazards and human health impacts would be less than cumulatively considerable.

Hydrology and Water Quality

Surface and groundwater quality will not be significantly impacted by the project and will be managed by on-site stormwater facilities and by connection of the project to the CVWD sanitary sewer system. Project impacts to water supplies will be less than significant. The project will not alter any local or regional drainage pattern or contribute runoff to existing and planned drainage facilities, nor will it contribute to erosion or siltation.

Finding:

The City Council finds that the project's impacts related to hydrology and water quality will not be cumulatively significant.

Facts in Support of Finding:

Cumulative growth near the Project site includes specific known development projects and general growth in the City and adjacent areas of unincorporated County of Riverside. The cumulative setting in relation to hydrology and water quality for the Project is the City of Coachella. Cumulative impacts to hydrology and water quality generally occur as a result of incremental changes that degrade water quality. Cumulative impacts can also include individual projects which, taken together, adversely contribute to drainage flows or increase potential for flooding in a project area or watershed. Future projects in the City would result in a cumulative increase in stormwater runoff that would drain into the existing stormwater drainage system in the City, which is identified in the City's Stormwater Master Plan. The Project would construct an onsite storm drain system that will retain 100 percent of the 100-year storm event. Similar to the Project, future projects would be required to conduct environmental review and construct project-specific drainage features in accordance with the provisions of the City's Stormwater Master Plan.

Land Use and Planning

The project is analyzed in terms of consistency with the General Plan and the SCAG RTP/SCS and other land use planning documents potentially having regulatory effect on the subject property. The EIR also analyzed the project's appropriateness, suitability, and compatibility with existing and planned land uses in the vicinity.

Finding:

The City Council finds that the project's impacts related to land use will not be cumulatively significant.

Facts in Support of Finding:

The Project would involve the development of a currently vacant parcel into a business park primarily with offices, storage and commercial uses along with industrial and electrical facility uses. The City's 2035 General Plan Update presents the City's vision of future growth as transforming the City into a full service medium sized city with unique districts that would promote the city as an economic, residential, office, research and development center in the Coachella Valley. Along with a range of housing in a variety of neighborhoods elsewhere in the City, the General Plan provides for a diverse economy with a variety of employment opportunities for its residents, which would be supported by the Project.

The City's 2035 General Plan Update also provides the environmental benefits of accommodating an increased economic and population base through the intensification of development. All of this development, along with all additional future development in the City and adjacent areas of unincorporated Riverside County, would be required to conform to their respective, applicable General Plan policies and Zoning Ordinance requirements. Therefore, in conjunction with the existing and proposed projects across the City and County, the Project's cumulative impacts relating to land use do not substantially change the General Plan's vision or its implementation, and buildout of the General Plan would be less than cumulatively considerable.

Mineral Resources

Development in Riverside County could occur on or near areas with significant mineral resources. However, compliance with State regulations and the County's General Plan would ensure that the County's mineral areas and deposits remain available for ongoing mining operations. There will be no impacts to mineral resources as a consequence of the construction of this Project.

Finding:

The City Council finds that the project's impacts related to minerals will not be cumulatively significant.

Facts in Support of Finding:

Since the Project site and the City of Coachella do not have mineral resources within their geographic area, the Project, in combination with cumulative projects within the City and adjacent areas of the County, would not result in the loss in availability of a known mineral resource. Therefore, the cumulative mineral resource impact would be less than cumulatively considerable.

Noise

Cumulative impacts are those resulting from the Project in combination with other future or ongoing projects. A cumulative noise impact occurs when cumulative projects would result in a substantial noise level increase and would exceed applicable standards.

Finding:

The City Council finds that the project's noise impacts will not be cumulatively significant.

Facts in Support of Finding:

Buildout of the City and adjacent areas of unincorporated Riverside County would result in an increase of traffic throughout the City, as well as the operation of future projects in areas that were previously vacant and undeveloped. The development of vacant lots or the redevelopment of existing lots, and the resulting increase in traffic in the City and County would result in increased noise levels throughout the City and County and along local roadways. Future development in the City and County, in addition to the Project, would result in construction-related noise, which would lead to an increase in ambient noise. The Project's compliance with Municipal Code requirements would limit the time periods during which construction activities would occur to the daytime hours, in accordance with the City and County restrictions on construction hours.

In addition, Mitigation Measure NOI-1 would require the use of exhaust mufflers, and engine shrouds, that reduce construction noise levels by approximately 10 dBA, or more; and would require construction equipment staging areas to be located the furthest distance possible from nearby noise-sensitive land uses. Therefore, with incorporation of Mitigation Measure NOI-1, construction related noise levels would not exceed applicable noise standards and impacts would be reduced to less than significant levels and would not be cumulatively considerable.

Construction-related ground-borne vibration associated with future development in the City and adjacent areas of unincorporated Riverside County, including the Project, would lead to a small increase in vibrations. However, groundborne vibration due to project construction is generally very limited as to how far it travels from any particular site and the Project's groundborne vibration impacts during construction were determined to be less than significant. The Project would not create vibrations large enough to impact surrounding uses because even the most vibratory piece of construction equipment expected to be utilized on the Project site would not reach PPV in/sec levels that would trigger the potential for damage to structures.

All future development would be required to comply with applicable General Plan Goals and Policies, as well as the City's and County's codes, which establish hours of operation for construction activities in order to lessen the impacts of construction noise, which will also limit groundborne vibration to these hours. Therefore, cumulative groundborne vibration impacts from construction would therefore not be cumulatively considerable.

Operational noise under the Project, as well as all future projects within the City would also be required to meet City noise standards as established under the City's General Plan and Municipal Code (Final EIR Exhibit 4.13-2, Land Use Compatibility for Noise Exposure is incorporated herein by this reference), as well as the CALGreen noise standards, which are applied to new or renovation non-residential construction projects in California to control interior noise levels resulting from exterior noise sources.

The Project's predicted operational cumulative noise levels would not exceed applicable City daytime or nighttime noise standards. Similar to the Project, future projects will be required to mitigate noise levels, as they occur, to below the acceptable levels established by the City or the County. Future development projects would also be required to comply with applicable policies under the City's and County's General Plan Noise Element, as well as other City and County codes and regulations related to operation of land uses. Cumulative impacts from operations would therefore not be cumulatively considerable.

Population and Housing

The Project will develop currently vacant parcels into a business park primarily with warehouse, offices, storage and commercial uses along with an electrical substation, consistent with planned future development of the site according to the site's General Plan land use designation. With approximately 767 acres of vacant land in the City, cumulative development around the Project area in combination with development facilitated by the City's 2035 General Plan Update and County of Riverside General Plan may result in increased population, job, and housing projections. But this growth is consistent with the adopted General Plans and with population and housing projections under the City's 6th Cycle Housing Element, which estimates that with its potential and capacity for future residential development, the City would have an excess of extremely low, very low, low, moderate as well as above moderate housing units by 2029.

Finding:

The City Council finds that the project's impacts related to population and housing will not be cumulatively significant.

Facts in Support of Finding:

The Project and any future development in the City would be consistent with the SCAG RTP/SCS that reviewed long term growth potential in Riverside County (Connect SoCal 2020). Connect SoCal estimated that population in the County would increase to 606,000 persons with an estimated 338,000 employed persons, under SCAG's future growth horizon of 2050. The Project would satisfy the Connect SoCal goal to support a sustainable, efficient and productive regional economic environment that would improve access to jobs in the region, as well as advancing a resilient and efficient goods movement system that supports the economic vitality of the region.

The site is located immediately adjacent to SR 86 and the Airport Boulevard ramps; as such, trucks and other traffic have immediate access to regional connections, without having to travel through residential neighborhoods, and the length of trips off the freeway will be minimized. In particular, the Project would satisfy the following Connect SoCal policies:

- Policy 83. Foster a positive business climate by promoting regional collaboration in workforce and economic development between cities, counties, educational institutions and employers
- Policy 84. Encourage inclusive workforce development that promotes upward economic mobility
- Policy 86. Foster a resilient workforce that is poised to effectively respond to changing economic conditions (e.g., market dynamics, technological advances and climate change)
- Policy 87. Inform and facilitate data-driven decision-making about the region's workforce

The Project is anticipated to produce 741 new jobs, in a variety of areas and sectors, some of which would be filled by current residents in the City. These new jobs may involve the relocation of new residents to the City and there are approximately 1,108 housing units that would be available under project entitlements that are already underway in the City. In addition, the City anticipates having a total of 3,225 housing units by 2029, which is additional housing that might be needed by the Project and other planned future projects in the City. In relation to all cumulative development projects in the City, the Project would not cause or contribute to significant unplanned population growth. Therefore, although implementation of the Project would increase density and intensity of existing land uses in the City, the Project site is planned for such growth in the General Plan and other long-term planning documents, and the Project would not cause a cumulatively considerable contribution to any cumulative impacts associated with population and housing.

Public Services

The project will contribute an incremental increase in demand for public services and when considered in combination with other planned future growth in the area, could have potentially significant cumulative impacts.

Finding:

The City Council finds that the project's impacts to public services, including fire and police protection, schools, libraries, and medical facilities will not be cumulatively significant.

Facts in Support of Finding:

The cumulative setting for the Project in relation to public services is the City of Coachella and the adjacent areas of unincorporated Riverside County. To assess the Project's cumulative impacts to public services, the cumulative analysis is based on the buildout of the City under its General Plan. Growth resulting from implementation of future cumulative projects would result in increased demand for police and fire services, parks, and other public facilities such as schools, libraries and medical services. The City has incorporated the growth anticipated in the adopted General Plan into its long-range planning programs. Standard measures such as the payment of the DIF and the incorporation of needed public services and facilities would be addressed in the environmental analysis that is required for each cumulative project.

The potential impacts to public services and facilities associated with the Project were analyzed, and it was concluded that no significant impacts would occur. The development would have the potential to generate limited population growth with the potential to impact public services as a result of new employees relocating to the Project area. Many factors influence personal housing location decisions (i.e., family income levels and the cost and availability of suitable housing in the local area); and it is anticipated that the majority of Project employees would be drawn from existing City and County area residents. Thus, it would be highly speculative to estimate the number of future employees who would relocate to the City. However, the Project would be required to pay DIF fees as its fair share to help offset incremental impacts to public services by helping fund capital improvements and expenditures. As such, the Project's contribution to cumulative impacts related to public services and facilities is not cumulatively considerable.

Recreation

The Project may indirectly contribute to the City's expected 15 percent annual population growth between 2020 and 2035; however, the residential development planned for the City under the City's 2035 General Plan Update will fund the parks and recreational facilities to serve these new residents through the City's Park Improvement Impact Fee and required DIF fees. The Project will have a less than significant impact on existing parklands and facilities.

Finding:

The City Council finds that the project's impacts to recreational resources will not be cumulatively significant.

Facts in Support of Finding:

Cumulative growth near the Project site includes specific known development projects and general growth in the City and adjacent areas of unincorporated Riverside County. Much of this growth has been anticipated by the City and factored in the City's 2035 General Plan Update Land Use + Community Character Element through Policies 13.1 through 13.23. The City's 2035 General Plan Update EIR determined the housing and population growth anticipated to occur in the City by buildout year of 2035 and estimated that the City would require an additional seven (7) community parks, 10 neighborhood parks, three (3) regional parks, and four (4) special use parks by the buildout year of 2035.

The construction of new recreational facilities or the expansion of existing recreational facilities anticipated under buildout would be subject to its own environmental review pursuant to CEQA and state law and would be required to comply with all City 2035 General Plan Update policies. Prior to all tentative map and parcel map approvals, future development would be required to provide for new park spaces or pay in-lieu fees (or a combination of both) such that new development would contribute to the addition of adequate park spaces and recreational facilities. This would ensure that any future growth in the number of City or County residents is concurrent with adequate park and open spaces that would serve the City's and County's growth in population.

The City's 2035 General Plan Update provides policies and standards for the future development of parks and recreational facilities in connection with future development proposed under the City's and County's general plans. In addition, since the planned future growth in housing within the City would be subject to the City's Quimby Ordinance and required DIF fees, this will help fund the additional recreational facilities needed to accommodate General Plan buildout. Therefore, with such payment of all applicable park fees, cumulative impacts to recreational facilities would be less than significant, and the Project's contribution to any such impacts would be less than cumulatively considerable.

Transportation

With the exception of generating a limited but net increase in VMT per employee, and with the implementation of required mitigation measures, the project will result in less than significant impacts on the local and regional transportation network. Nonetheless, due to the Project's "per employee" VMT exceedance compared to the regional average, the Project's impacts associated with VMT will be cumulatively considerable.

Finding:

The City Council finds that the project's impacts to transportation and traffic will not be cumulatively significant, except with respect to VMT, which is considered significant and unavoidable, as discussed in detail in the findings set forth in Section II above, which findings are hereby incorporated by this reference.

Facts in Support of Finding:

Cumulative traffic impacts consider the impacts of future growth and development. The cumulative area for transportation impacts is the City of Coachella and the greater Riverside County region. Traffic volumes were developed with a growth rate calculated from existing counts and cumulative forecasts. Specifically, the assumptions for the cumulative analysis were developed using annual growth rates from the RIVCOM AM peak hour, PM peak hour, and daily model plots. A comparison of the base year model (2018) and future year (2045) reflect the anticipated area-wide growth in traffic trips.

The Project is consistent with adopted policies, plans, or programs regarding the City's circulation system, including roadways, public transit, bicycle, and pedestrian facilities, and the performance and safety of such facilities, and would not combine with other area projects to result in significant cumulative impacts to such facilities.

Construction activities associated with the Project and nearby cumulative projects may overlap and result in traffic impacts to local roadways. However, Project construction would not result in significant traffic impacts upon implementation of a construction traffic control plan and construction staging area design to be approved by the City prior to the initiation of site disturbance to ensure that construction activities and traffic control are carried out in a manner that causes minimal disruption to traffic on adjoining facilities, as required under Mitigation Measures TRA-1 and TRA-2. Cumulative development projects would also be required to reduce construction traffic impacts on the local circulation system and implement any required mitigation measures pursuant to CEQA. Therefore, the Project's contribution to cumulative construction traffic impacts would not be considerable.

Regarding operational transportation impacts, a cumulative impact analysis was provided and included analyses for Opening Year 2027, Opening Year 2030, Opening Year 2033 and Buildout Year 2045. One of the cumulative projects considered in this analysis is the Airport Boulevard Bridge Replacement Project (SCH No. 2023030456), which adopted a Negative Declaration on May 16, 2023, and filed a Notice of Determination on June 30, 2023. Those documents analyzed hydrology, traffic, and noise issues, finding only incremental construction noise and short-term emissions relevant. Although that project was found not to have significant individual impacts, its temporary construction emissions and traffic detours fall within the same geographic area as the proposed project and were therefore considered in this cumulative impact assessment. As it is anticipated that the Airport Boulevard Bridge project will be completed prior to commencement of construction of the proposed Project, no cumulatively considerable short-term construction impacts would occur. Rather, the proposed Project is being designed to account for and align with the Airport Boulevard Bridge improvements and lane configurations to avoid any operational transportation impacts. With implementation of the recommended improvements and payment of the City DIF and CVAG TUMF fees, the Project's operational impacts under all scenarios would be less than significant. In addition, as with the Project, all future development would undergo environmental review on a project-by-project basis, to evaluate potential transportation impacts and ensure compliance with the established regulatory framework. Therefore, the Project's contribution to cumulative operational traffic impacts would not be considerable.

The Project would result in a significant and unavoidable impact for VMT as a result of an increase in VMT per employee as compared to the regional average. Therefore, VMT impacts of the Project would also be considered cumulatively considerable.

The City's EOP provides a means to prepare and maintain systems, supplies, and other logistical items among city departments to support emergency/disaster response and recovery throughout the City. Additionally, the City's and County's Fire Departments review development applications to ensure that adequate emergency accessibility is provided based on local and state guidance. Review of emergency access is also included as part of the City's final application process. Therefore, impacts to emergency response and evacuation are less than cumulatively considerable.

Tribal Cultural Resources

The majority of western Riverside County was occupied primarily by the Cahuilla, the Gabrielinos, Juaneños and Luiseños. (County of Riverside General Plan EIR; 2014). The area in and around the City of Coachella has been identified as being settled by several Native American tribes who were mainly hunters, gatherers and protoagricultural people. The City's General Plan EIR identifies two (2) Native Tribes having reservation lands within the City - the Augustine and the Cabazon. Augustine reservation land is located within the southwest portion of the City, while Cabazon reservation land is located within the western and northwestern portions of the City (PaleoWest Cultural Resources Investigation; 2020).

Finding:

The City Council finds that project's impacts to tribal cultural resources will not be cumulatively significant.

Facts in Support of Finding:

The Project's potential to result in cumulative impacts to tribal cultural resources were analyzed in conjunction with other projects in the City and adjacent areas of unincorporated Riverside County, which will occur as a result of General Plan build out. There is potential for tribal cultural resources to be uncovered during construction activities from any development project. Cumulative impacts could be reduced by each development project's compliance with applicable City regulations, consultations required by AB 52 and/or SB 18, and project-specific mitigation. The City implements monitoring as a standard requirement for all projects and would continue to do so through General Plan buildout. Implementation of Mitigation Measure CUL-1 would reduce project impacts to tribal cultural resources to a less than significant level, and the Project's contribution to cumulatively significant impacts on inadvertent discoveries on tribal cultural resources would also be reduced to less than cumulatively considerable.

Utility and Service Systems

Development facilitated by the Project, in combination with other development within the service boundaries of utility providers, would increase demand on utilities and service systems including electricity, natural gas, telecommunications, water, wastewater, and solid waste. This increased demand would occur incrementally and cumulatively. As demand eventually requires the construction of new or expanded facilities, the environmental impacts associated with this construction would need to be evaluated on a case-by-case basis.

Finding:

The City Council finds that the project's impacts to utility and service systems, including electricity, natural gas, telecommunications, water, wastewater, and solid waste will not be cumulatively significant.

Facts in Support of Finding:

The scope for the cumulative impacts of the Project on utilities is the buildout of the General Plan. The existing electrical facility network would require upgrades and the addition of new IID substation facilities to serve the projected growth in the City and adjacent areas of unincorporated Riverside County. As is the case for the Project, additional IID substation facilities will be required as other projects are developed in the City. In the case of the Project, impacts associated with the construction of a new IID substation have been analyzed and quantified throughout the EIR. Similarly, the impacts of other IID facilities will be analyzed in conjunction with the projects they serve during their CEQA reviews. As demonstrated in the EIR for the Project, the impacts associated with electric facility expansion are not significant and can be mitigated. It would be expected that similar facilities in other locations would also have less than significant or mitigable impacts, and that cumulatively, the construction of substations required to meet the demands of future projects would be mitigable and not cumulatively considerable.

Buildout of the City of Coachella would result in additional natural gas demand within SoCal Gas's service area. The existing natural gas facilities have sufficient capacity to serve the Project and the projected growth in the City. However, existing utility infrastructure would require review prior to implementation of any project and any further need for capacity, natural gas connections and/or infrastructure upgrades would be accomplished through the required design review and approval of natural gas plans for projects through the City, respective nearby jurisdictions, and the appropriate regulatory agencies and utility providers. As with the Project, future projects would be required to comply with applicable regulations. Therefore, cumulative impacts for these services from the Project would be less than cumulatively considerable.

Buildout of the City and County would also result in an increased demand for telecommunication and internet services, which are provided on a demand basis and by a variety of service providers in the City and County. As with the Project, future projects would be subject to review to determine if there is further need for infrastructure upgrades or connections. Although buildout of the City and County would increase demand of telecommunication services, future developments are required to participate in the design review process of telecommunication plans associated with

the future development. Therefore, demand would not be cumulatively considerable and would not cause or contribute to a significant cumulative impact.

Based on the analysis in the Project WSA, CWA's long-term water management planning ensures that adequate water supplies are available to meet existing and future water needs within its service area which includes the City and Project site. In addition, the City's water management planning, including the future demand required as described in the UWMP, is based on General Plan land use designations and anticipated build out. The Project's land uses are generally consistent with what was anticipated in the UWMP, which concludes that the City has sufficient supply to serve anticipated cumulative growth through 2045. The City therefore has sufficient capacity in its domestic water supplies to accommodate the Project in relation to all future development projects. Cumulative impacts to water usage from the Project would be less than cumulatively considerable.

CVWD has sufficient capacity to serve the site, as well as the City, for future wastewater needs, including the ability to expand its WWTPs and grey water facilities. CVWD and the city are also required to conduct repairs and upgrades to the existing wastewater conveyance system throughout the City on an as needed basis and would continue to do so for future development projects in a cumulative scenario. Future development projects would be required to coordinate with CVWD for their individual wastewater service requirements. These projects would, like the Project, extend service if necessary, and pay connection and other fees to CVWD for the provision of service. CVWD collects these fees in order to have resources available for these projects as they occur.

The combination or expansion capabilities at its regional WWTPs and the collection of fees in anticipation of needed expansion assure that the impacts of the Project, when combined with other future projects, will have less than significant impacts on wastewater treatment. Therefore, cumulative impacts for wastewater needs from the Project would be less than cumulatively considerable.

The Project and future projects would contribute to the cumulative amount of solid waste that is disposed of within the Riverside County landfill system, including the two sites that currently provide services to the City which have capacity for the amount of waste generated by the project. Future projects would be required to confirm available capacity and to comply with State, County and local diversion and recycling regulations, initiatives and programs in place within those jurisdictions. In the case of the Project, impacts associated with solid waste have been analyzed and quantified throughout the EIR. Similarly, the impacts of other future development projects in the City would be analyzed during their CEQA reviews. As demonstrated in the EIR, the Project's impacts associated with solid waste are not significant. It would be expected that similar projects in other locations within the City would also have less than significant or mitigable impacts, and that cumulatively, the construction of future projects would be mitigable and not cumulatively considerable. Therefore, cumulative impacts to the existing landfills resulting from waste generated by related projects are considered less than significant.

Wildfire

Development projects have the potential to be cumulatively considerable, when evaluated in the context of other past, present, or reasonably foreseeable projects that make a cumulative contribution to impacts. By their very nature wildfires are cumulative in impact.

Finding:

The City Council finds that the project's impacts to wildfire risks will not be cumulatively significant.

Facts in Support of Finding:

Although the Project site is not located within an SRA or LRA and is not classified as a VHFHSZ, a majority of the western half of Riverside County, particularly those areas to the west of the Project site are in moderate to VHFHSZ areas or are located within FRAs. Similarly, although the majority of land in the City is not located within a FRA, SRA or LRA, there are some areas in the east end of the City that may be at substantial fire risk. All future and cumulative projects would be required to comply with the CFC, CBC, and City of Coachella regulations and adopted emergency response plans. All future proposed construction would be required to meet minimum standards for fire safety. Future projects in the City and County would also be subject to review by the City and County to ensure cumulative development is designed with the appropriate fire safety and support fire suppression systems. This would include compliance with state and local fire codes, inclusion of fire sprinklers if required, proper fire hydrant systems, paved access, and secondary emergency access routes. The Project would have a less than significant impact related to wildfires and would not make a substantial contribution to any cumulative impact related to wildfires. Impacts would therefore be less than cumulatively considerable.

VII. FINDINGS REGARDING ALTERNATIVES ANALYZED IN THE DEIR AND REJECTED

CEQA Guidelines § 15126.6(a) requires the discussion of a “a reasonable range of alternatives to a project, or the location of a project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives.” The Guidelines states that the “range of potential alternatives to the proposed project shall include those that could feasibly accomplish most of the basic objectives of the project and could avoid or substantially lessen one or more of the significant effects” (§ 15126(c)). The Final EIR evaluated a reasonable range of alternatives to the proposed project. These alternatives are:

Alternative 1: “No Project” Alternative – the Project site would be retained in its current vacant and undeveloped condition

Alternative 2: “Heavy Industrial” Alternative – the Project site would be built consistent with its current designation as MH-Heavy Industrial under the City's Zoning Code and as an Industrial District under the City's General Plan

Alternative 3: “Industrial Business Park – No Retail” Alternative – the Project site would be developed as a mixed industrial business park facility with some storage uses on 42.36 acres of the site but without any retail development

When a lead agency has determined that a proposed project will still cause one or more significant environmental effects that cannot be substantially lessened or avoided after the adoption of all feasible mitigation measures, prior to approving the project as mitigated, the agency must

determine whether there remain any project alternatives that are both environmentally superior with respect to such impacts and feasible within the meaning of CEQA.

An alternative may be rejected if it is “infeasible” or if it fails to achieve most of the basic project objectives identified within the EIR. “Feasibility” under CEQA encompasses the desirability of the project based on a reasonable balancing of relevant economic, environmental, social, or other considerations which make infeasible the project alternatives.

Alternative 1: “No Project”

CEQA Guidelines § 15126.6 (e) requires the analysis of alternatives to include the specific alternative of “No project.” The purpose of describing and analyzing a No Project alternative is to allow decision makers to compare the impacts of approving the proposed project with the impacts of not approving the proposed project.

If the Project or one of the Alternatives were not approved, no change to existing conditions is considered the most likely outcome, at least in the near term. The “No Project” Alternative is therefore the existing conditions and assumes that the Project site would remain a vacant parcel of land. The proposed IID substation facility on an approximate 5.6-acre portion of the site at its northern end would not be developed as anticipated under the Project.

Finding and Facts in Support of Finding:

The City Council rejects the “No Project” Alternative for the following reasons:

1. This Alternative would result in no physical environmental impacts beyond those that have historically occurred on the Project site and include long-term erosion and sedimentation impacts and General Plan land use impacts which would increase under this alternative.
2. The “No Project” Alternative would fail to meet the following project objectives:
 - to develop an underutilized site with existing arterial and roadway access;
 - contribute to increasing in the City of Coachella’s fiscal health as envisioned under the 2035 General Plan Update;
 - promote development consistent with the City’s 2035 General Plan Update;
 - create new employment opportunities within the City of Coachella as identified under the City’s 2035 General Plan Update;
 - fund construction of additional IID electrical facilities to improve the electric grid and enhance reliability to this portion of the City of Coachella;
 - ensuring that the scale of the development respects its surroundings and existing land use patterns.

The City Council therefore finds the “No Project” Alternative unacceptable on policy grounds and rejects it.

Alternative 2: “Heavy Industrial”

The “Heavy Industrial” Alternative is based on buildout of the Project site pursuant to its current designation as MH-Heavy Industrial under the City’s Zoning Code and as an Industrial District under the City’s General Plan. This alternative would develop 42.36 acres of the total 47.96-acre site as one large distribution warehouse approximately 627,300 square feet in size, and a height of 50 feet, and an attached office of approximately 18,000 square feet in size, and a height of 28 feet, the maximum size that can be developed with the site constraints and current designation. The resulting total building area for this alternative would be 645,300 square feet, which is 20,800 square feet more than the Project area of 624,500 square feet, representing a 3.2 percent building area increase. However, the total development acreage of 47.96 acres would be the same as the Project.

The large warehouse would be located along the northern portion of the site, in close proximity to the proposed electric substation. The accompanying spaces for trailer parking and loading docks would be along the building’s exterior, as well as vehicular parking areas situated in the southern portion of the Project site. All exterior lighting, landscaping and signage would be consistent with the City’s zoning standards. Access for this alternative would be provided by two driveways on Airport Boulevard at about the same locations as those proposed for the Project. The proposed IID substation facility on an approximate 5.6-acre portion of the site at its northern end would be developed as anticipated under the Project. This alternative would generate a slightly higher rate of 773 employees, whereas the Project is estimated to generate 741 employees.

The trip generation is substantially less for the “Heavy Industrial” Alternative than the Project. Specifically, the “Heavy Industrial” Alternative would generate 1,650 trips per day whereas the Project would generate 4,282 trips per day, which is a difference of 2,632 trips. However, while the fleet mix for this alternative would include a more intensive percentage of heavy-duty truck trip generation than the Project, this alternative’s trip generation overall is less than the Project’s.

Finding and Facts in Support of Finding:

The City Council rejects the “Heavy Industrial” Alternative for the following reasons:

1. This alternative would result in the highest number of employees of all alternatives, however, this is not considered to be a substantial increase.
2. This alternative results in fewer daily trips compared to the Project; however, it could result in potentially higher VMT than the Project due to the likelihood of a high concentration of long-haul trips.
3. This alternative would not reduce the project’s significant and unavoidable VMT impacts. Most impacts from this alternative would be similar to the proposed Project; however, this alternative’s construction schedule would be more intense but of shorter duration than would occur with the Project (because the one building would result in the entire site being under construction whereas the multiple buildings with the Project would be built over several phases).

4. This alternative proposes only warehouse uses and would not include any commercial/retail uses so would not attract quick service restaurant and gas station/convenience store users. Accordingly, the resulting sales tax revenues to the City from these uses would not be realized, nor would it provide these amenities to existing residents or travelers on SR 86.
5. This alternative would not provide the same diversity of employment opportunities or variety of commercial uses as identified in the City's 2035 General Plan Update.

The City Council therefore finds the "Heavy Industrial" Alternative unacceptable on policy grounds and rejects it.

Alternative 3: "Industrial Business Park- No Retail"

The "Industrial Business Park – No Retail" Alternative would develop the Project site as a mixed industrial business park facility with some storage uses on 42.36 acres of the total 47.96-acre site but without any retail development. The resulting total building area for this alternative would be 629,000 square feet, which is 4,500 square feet more than the proposed Project building area of 624,500 square feet, representing a nominal 0.7 percent building area increase. Similar to both the Project and the "Heavy Industrial" Alternative, the total development acreage would be 47.96 acres. The proposed IID substation facility on an approximate 5.6-acre portion of the site at its northern end would be developed as anticipated under the Project. The Project site's zoning would still be consistent with MH-Heavy Industrial Zone.

The project components proposed under this alternative would include four (4) large warehouse structures (233,100 square feet total); 11 small warehouses (96,000 square feet total); four (4) personal vehicle storage structures (76,800 square feet total); 17 self-storage buildings (134,125 square feet total); and 21 small business centers (81,000 square feet total). This alternative would not include the Service Station/Mini Mart and Restaurant and Drive-through Facility uses.

Parking for all of the proposed uses would be distributed throughout the site, along with lighting, signage and landscaping. Building heights would be uniform at 28 feet high among all of the uses, with the exception of the small warehouse at 32 feet high and large warehouse at 50 feet high, which would be up to 10 to 20 feet higher. Access for this alternative would be provided by two driveways on Airport Boulevard.

The trip generation is substantially less for the "Industrial Business Park –No Retail" Alternative than the Project. Specifically, this alternative would generate 2,708 trips per day whereas the Project would generate 4,282 trips per day, which is a difference of 1,574 trips. The fleet mix for this alternative would include a more intensive percentage of heavy-duty truck trip generation than the Project; however, this alternative's trip generation overall is less than the Project's. This alternative would result in a lower rate of employees (688) as compared to the Project (741).

Finding and Facts in Support of Finding:

The City Council rejects the "Industrial Business Park- No Retail" Alternative for the following reasons:

1. The Industrial Business Park- No Retail Alternative would meet all of the Project's objectives except it would not contribute to an increase in the City's fiscal health as envisioned under the 2035 General Plan Update to the same extent as the Project.
2. The Industrial Business Park- No Retail Alternative would generate the fewest number of new employees of the alternatives and Project.
3. This Alternative would generate substantially fewer daily trips but would not reduce the project's significant and unavoidable VMT impacts. Most impacts from this alternative would be similar to the Project as this Alternative has only a slightly larger building footprint but with the same development area and proposed IID substation.
4. This Alternative would not include any retail uses so would not attract quick service restaurant and gas station/convenience store users. Accordingly, the resulting sales tax revenues to the City from these uses would not be realized, nor would it provide these amenities to existing residents or travelers on SR 86.
5. This alternative would not provide the same diversity of employment opportunities or variety of uses as identified in the City's 2035 General Plan Update

The City Council therefore finds the Industrial Business Park- No Retail Alternative is unacceptable for policy reasons and rejects it.

Additional Findings Regarding the Environmentally Superior Alternative:

A summary comparison of impacts associated with the project Alternatives is provided in the EIR in Table 7-4, incorporated herein by this reference. CEQA Guidelines § 15126.6 requires the identification of the environmentally superior alternative. Implementation of the "No Project" Alternative would result in no physical environmental impacts beyond those that have historically occurred on the property. Because the "No Project" Alternative would avoid most of the Project's impacts, it is considered to be the "environmentally superior alternative." However, pursuant to CEQA Guidelines §15126.6(e)(2), if a "no project" alternative is identified as the environmentally superior alternative, then the EIR shall also identify an environmentally superior alternative among the other alternatives.

Alternative 2: "Heavy Industrial" Alternative, would result in fewer environmental impacts than both the Project and Alternative 3: "Industrial Business Park – No Retail" Alternative. Regarding utilities and service systems, both Alternative 2: "Heavy Industrial" and Alternative 3: "Industrial Business Park –No Retail", would be expected to have a lesser demand for certain utilities and services systems, since the more water-intensive commercial/retail uses would be omitted under both these alternatives, including water demand and solid waste collection and disposal, as compared to the proposed Project. In addition, both Alternative 2: "Heavy Industrial" and Alternative 3: "Industrial Business Park – No Retail", would be expected to have a reduced operational mobile source air quality impact as a result of the lower trip generation, compared to the Project.

However, Alternative 2: “Heavy Industrial” would also result in reduced impacts relative to aesthetics (operational light and glare impacts only) and noise (construction-related impacts only) as compared to both the Project and Alternative 3: “Industrial Business Park – No Retail”. As it pertains to light and glare impacts, this alternative would result in fewer aesthetics effects associated with the introduction of light and glare sources than under both the Project and Alternative 3: “Industrial Business Park – No Retail,” because one large, more bulky-appearing building would be erected as compared to multiple smaller buildings as proposed by the Project.

As it pertains to noise impacts, the construction schedule would be shorter for this alternative than under either the Project or Alternative 3: “Industrial Business Park – No Retail”, because construction of the one large building would result in the entire site being under simultaneous construction, whereas the Project or Alternative 3: “Industrial Business Park – No Retail” would construct multiple buildings over several, separate phases and over a span of several years. Therefore, it is anticipated that the total duration of noise impacts during the building construction phase would be shorter under this alternative as compared to the proposed Project and Alternative 3: “Industrial Business Park – No Retail”.

Accordingly, Alternative 2: “Heavy Industrial” is identified as the Environmentally Superior Alternative pursuant to CEQA Guidelines §15126.6. However, neither the “Heavy Industrial” Alternative nor the “Industrial Business Park – No Retail” Alternative avoid or substantially lessen the Project’s significant and unavoidable VMT impact.

Although Alternative 2: “Heavy Industrial” is environmentally superior, it does not meet all of the objectives of the Project to the same extent. Alternative 2 would fail to generate the same levels of sales taxes to enhance the City’s economic base and long-term financial stability. While Alternative 2 is considered to be the environmentally superior alternative, the City Council of the City of Coachella rejects it as infeasible because it is considered economically infeasible due to the reduced sales tax revenue and failure to create new and diverse employment opportunities within the City as identified under the City’s 2035 General Plan Update as it fails to include a wide range of commercial and retail uses.

VIII. STATEMENT OF OVERRIDING CONSIDERATIONS

CEQA requires the decision-making agency to balance, as applicable, the economic, legal, social, technological, or other benefits, including region-wide or statewide environmental benefits, of a proposed project against its unavoidable environmental risks when determining whether to approve the project (CEQA Guidelines §15093). If the specific economic, legal, social, technological, or other benefits, including region-wide or statewide environmental benefits, of a proposed project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered “acceptable.”

As described in Section II of these Findings, the project will have significant and unavoidable impacts associated with VMT, which have been reduced to the greatest extent practicable but nonetheless result in impacts that remain significant or potentially significant even with implementation of all feasible mitigation.

As permitted under CEQA Guideline §15093(b), the City Council of the City of Coachella adopts and makes this statement of overriding considerations concerning the project's unavoidable significant impacts to transportation to explain why the project's specific economic, legal, social, technological, or other benefits, including region-wide or statewide environmental benefits, override and outweigh its unavoidable impacts.

In general, the project site provides an appropriate location for the proposed mix of industrial, warehouse, small business, small restaurant and retail uses that will provide a new and diverse employment opportunity and increased property and sales tax revenue opportunities for the City, its residents and visitors. The City Council of the City of Coachella finds that the project's significant environmental impacts are acceptable when balanced with the project's benefits. Each of the benefits cited below constitutes a separate and independent basis that justifies approval of the project and outweighs the unavoidable adverse environmental effects of approving the project and thus make the adverse environmental effects acceptable. Thus, even in the absence of one or more of the reasons set forth below, the City has determined that each remaining reason, or any combination of reasons, is a sufficient basis for approving the project, notwithstanding any significant and unavoidable impacts that may occur.

- o The project will contribute to intersection and roadway improvements along Airport Boulevard and the surrounding Project area. In addition, water and sewer infrastructure will be extended from immediately off-site to serve the proposed project.
- o An on-site electric power substation is also planned. These on-site and off-site utility infrastructure improvements are fully analyzed in the EIR and would provide a substantial public benefit by enhancing the resiliency and reliability of the IID electrical system in the area.
- o The project will generate substantial revenue for the City from taxes generated by the proposed mix of uses, as demonstrated by the fiscal impact analysis prepared for the Project.
- o The project provides both temporary and permanent employment opportunities, service, restaurant, and a gas station/convenience store to benefit the City, visitors and the region.
- o The project's scale and compliance with development standards ensures the orderly development of the property, while respecting the surrounding and existing land use patterns.
- o The project will support and implement General Plan policies as described in the EIR which are incorporated herein and included as part of the City Council's findings.

Conclusion:

In light of the foregoing, and the information contained within the Final EIR and other portions of the project record of proceedings, the City Council concludes and finds that implementation of the Coachella Airport Business Park project will result in the development of a unique project that provides substantial economic, legal, social, technological, and other benefits, including region-

wide environmental benefits, as outlined above, which outweigh and make acceptable the significant, unavoidable environmental impacts associated with the Project and, accordingly, adopts this Statement of Overriding Considerations.

IX. FINDINGS REGARDING CERTIFICATION OF FINAL EIR

Pursuant to CEQA and the CEQA Guidelines, the City Council as the lead agency under CEQA is responsible for certification of the EIR and therefore makes the following findings:

1. The Final EIR was completed in compliance with CEQA and its Guidelines;
2. The Final EIR was presented to the City Council of the City of Coachella, which reviewed and considered the information in the Final EIR prior to making its decision on the project;
3. The certification of the Final EIR and the findings set forth herein reflect the City's independent judgment and analysis in its capacity as lead agency; and
4. The City Council of the City of Coachella adopts the Mitigation Monitoring and Reporting Program attached to the Final EIR to reduce or avoid the significant and mitigable impacts of the project.
5. The City Council of the City of Coachella finds that the Final EIR properly evaluated the project's potentially significant cumulative impacts based on General Plan buildout, and that this analysis included all past, present and probable future projects in the project vicinity that could cause or contribute to such significant cumulative effects.
6. The City Council of the City of Coachella finds that the additional information and evidence submitted after release of the Draft EIR and prior to certification of the Final EIR does not constitute "significant new information," as defined in CEQA Guidelines Section 15088.5, but rather, merely clarifies and amplifies the information provided in the Draft EIR.

By these Findings, the City ratifies, adopts and incorporates the analysis, explanation, findings, responses to comments and conclusions of the Final EIR. In addition, the Mitigation Monitoring and Reporting Program, and the mitigation measures specified therein, as well as any project design features identified in the Final EIR, and any mitigation measures as revised and/or clarified in the Final EIR, are hereby approved and adopted, and shall be fully enforceable through the Development Agreement, as well as permit conditions, agreements or other measures. Any finding made by the City shall be deemed made, regardless of where it appears in this document. All of the language included in this document constitutes findings by the City, whether or not any particular sentence or clause includes a statement to that effect. The City intends that these findings be considered as an integrated whole and, whether or not any part of these findings fail to cross-reference or incorporate by reference any other part of these findings, that any finding required or committed to be made by the City with respect to any particular subject matter of the Final EIR, shall be deemed to be made if it appears in any portion of these findings.

If any term, provision or portion of these Findings or the application of these Findings to a particular situation is held by a court to be invalid, void or unenforceable, the remaining provisions of these Findings, or their application to other actions related to the project, shall continue in full force and effect unless amended or modified by the City.