

## Errata #2 to Coachella Travel Centre Initial Study

The City of Coachella Planning Commission asked that the Applicant (and the Environmental Consultant) clarify how the Caltrans SR 86 / Avenue 50 New Interchange Project would interact with/conflict with/impact the Coachella Travel Centre Project. The State of California Department of Transportation (Caltrans) approved the State Route 86/Avenue 50 New Interchange Project (New Interchange Project), which proposes the construction of a new interchange at State Route 86 (SR-86) and Avenue 50, approximately 1.1 miles north of the existing SR-86/Avenue 52 intersection and 1.95 miles south of the existing SR-86/Dillon Road interchange. The New Interchange Project would convert a portion of SR-86 from an at-grade signalized intersection into a grade-separated full interchange with a new overcrossing bridge and access ramps.

Caltrans, as lead agency under CEQA and NEPA, prepared the “State Route 86/Avenue 50 New Interchange Project, City of Coachella, Riverside County, California District 8 – RIV – 86 (PM R19.2/R21.6) EA 08-0C9700 PN 0814000144 Initial Study with Mitigated Negative Declaration/ Environmental Assessment with Finding of No Significant Impact” (New Interchange Project MND/EA) for the New Interchange Project, which circulated for public review from December 4, 2018 to January 4, 2019. Caltrans approved the New Interchange Project, adopting the Mitigated Negative Declaration (MND) under CEQA and issuing a Finding of No Significant Impact (FONSI) under NEPA on May 17, 2019.

The Coachella Travel Centre Project proposes to develop a Travel Centre within a 14.1-acre site that includes a five story hotel, a restaurant, drive-thru restaurant, a convenience store, a gas station, and a truck stop, which includes truck fuel pumps, a truck wash facility and a car wash facility. The City of Coachella prepared a Mitigated Negative Declaration for the Coachella Travel Center Project, which was circulated for public review from May 6, 2019 to June 5, 2019.

As the Coachella Travel Centre Project MND did not include information related to the New Interchange Project, a particular concern was raised that traffic from the Coachella Travel Centre Project would impact the already congested surrounding roadways, and that this may be exacerbated by the new interchange. As provided in Section 1.1 of the New Interchange Project MND/EA:

*The City of Coachella (City), in cooperation with Caltrans, proposes to realign and widen a portion of Avenue 50, realign a portion of Tyler Street, and construct a new bridge spanning the Coachella Valley Storm Water Channel (CVSC) to replace the existing Avenue 50 at-grade crossing of the CVSC, and to construct a new interchange at State Route 86 (SR-86) and Avenue 50, replacing the existing SR-86/Avenue 50 signalized intersection.*

In analyzing the New Interchange Project, Caltrans analyzed a no build alternative as well as two build alternatives in detail. Specifically:

1. *Build Alternative 7 (Modified Type L-9 Partial Cloverleaf with One Loop Ramp)*
2. *Build Alternative 8 (Modified Type L-9 Partial Cloverleaf with Two Loop Ramps)*

The Alternatives for the Caltrans SR 86 / Avenue 50 Interchange Project are shown on Figures A (Alternative 7) and D (Alternative 8), attached. Figure A depicts Caltrans' preferred alternative (Alternative 7), and Figure D depicts a second alternative (Alternative 8).

Figures B and C depict the proposed Coachella Travel Centre overlapping the New Interchange Project under Alternative 7; Figure B shows the Project without any transparency to indicate where the Coachella Travel Centre site boundaries are in relation to the New Interchange Project (Alternative 7), while Figure C shows the Project with transparency to convey the extent in which the New Interchange Project would overlap with the Coachella Travel Centre site. Alternative 7 would require total use of the Coachella Travel Centre site. As such, the New Interchange Project—Alternative 7—and the Coachella Travel Centre site cannot both be developed; only one or the other will be developed given that the projects overlap almost entirely.

Figures E and F depict the proposed Coachella Travel Centre overlapping the New Interchange Project under Alternative 8; Figure E shows the Project without any transparency to indicate where the Coachella Travel Centre site boundaries are in relation to the New Interchange Project (Alternative 8), while Figure F shows the Project with transparency to convey the extent in which the New Interchange Project would overlap with the Coachella Travel Centre site. Alternative 8 would overlap to a lesser extent with the Coachella Travel Centre Project on paper; however, the manner in which Caltrans plans to orient Avenue 50 would render the site effectively inaccessible. As such, the Applicant assumes that even under Alternative 8, development of the Caltrans SR 86 / Avenue 50 Interchange Project would require total use of the Coachella Travel Centre site. Therefore, the New Interchange Project—both Alternatives 7 and 8—and the Coachella Travel Centre site are mutually exclusive; only one or the other of the two Projects can be developed.

Because the two projects cannot both be implemented under current designs, they do not add cumulatively to the impacts of the proposed project. Specifically, as it would not be possible to construct the New Interchange Project should the Coachella Travel Centre be developed, the New Interchange Project was not a reasonably foreseeable project that might contribute to cumulative impacts. Thus, if the Coachella Travel Centre Project is to be built to the exclusion of the Interchange Project, the current MND/Initial Study accurately captures the Travel Centre's potential environmental impacts under CEQA and the MND/Initial Study is deemed adequate by City Staff with no changes in findings and recommendations related to cumulative impacts.