

**Draft Initial Study and Notice of Intent to Adopt a Mitigated Negative Declaration  
for Tentative Parcel Map 36858 and  
Expansion of the Ocean Mist Farms Packing and Distribution Plant  
52-300 Enterprise Way, City of Coachella**

Lead Agency:  
City of Coachella  
Community Development Department  
1515 Sixth Street  
Coachella, CA 92236



Applicant: Project 1  
IWP Partners, LLC  
1570 Linda Vista Drive  
San Marcos, CA 92078

Applicant Project 2:  
Hansen-Rice, Inc.  
1717 East Chisholm Drive  
Nampa, Idaho 83687

Prepared by:  
The Altum Group  
73-710 Fred Waring Drive, Suite 219  
Palm Desert, CA 92260



November 5, 2014

**Table of Contents**

1	Introduction .....	1
2	Environmental Checklist .....	17
2.1	Aesthetics .....	22
2.2	Agriculture and Forestry Resources .....	24
2.3	Air Quality.....	26
2.4	Biological Resources.....	48
2.5	Cultural Resources.....	52
2.6	Geology/Soils.....	56
2.7	Greenhouse Gas Emissions .....	61
2.8	Hazards and Hazardous Materials.....	65
2.9	Hydrology and Water Quality .....	73
2.10	Land Use and Planning .....	78
2.11	Mineral Resources .....	81
2.12	Noise .....	82
2.13	Population and Housing .....	87
2.14	Public Services .....	89
2.15	Recreation .....	92
2.16	Transportation and Traffic.....	99
2.17	Utilities and Service Systems .....	107
2.18	Mandatory Findings of Significance .....	111
3	Report Preparers.....	114
4	References .....	115

**List of Tables**

Table 1	Existing Conditions and Proposed Revisions to Operations .....	3
Table 2	Air Quality Monitoring Summary.....	29
Table 3	Salton Sea Air Basin-Riverside County Attainment Status .....	30
Table 4	Maximum Daily Emissions Regional Thresholds.....	38
Table 5	Estimated Daily Local Construction Emission Volumes .....	39
Table 6	Estimated Daily Regional Construction Emissions.....	41
Table 7	Operational Regional Pollutants (Winter Season) .....	42
Table 8	Operational Regional Pollutants (Summer Season) .....	43
Table 9	Operational Greenhouse Gas Emissions.....	64
Table 10	2010 and 2020 Project Operational Greenhouse Gas Emissions .....	65
Table 11	Noise Decibel Limits .....	85
Table 12	Population Growth.....	88
Table 13	Level of Service Description .....	96
Table 14	Existing Intersection Levels of Service .....	97
Table 15	2015 Ambient Growth Intersection Operations Analysis.....	103
Table 16	2015 Ambient Growth Plus Cumulative Intersection Operations Analysis .....	104



**List of Figures**

Exhibit 1	Regional Vicinity.....	5
Exhibit 2	Project Vicinity .....	6
Exhibit 3	Photo Location Map.....	7
	Site Photos .....	8
Exhibit 4	IWP Partners Tentative Parcel Map.....	11
Exhibit 5	Project 2 Site Plan .....	12
Exhibit 6	Project 2 Landscape Plan .....	14
Exhibit 7	Existing General Plan and Zoning Designations.....	14
Exhibit 8	Proposed Zone Change for SE Corner of Enterprise and Industrial Ways.....	15
Exhibit 9	Jacqueline Cochran Regional Airport Land Use Compatibility Zones.....	68
Exhibit 10	Study Area Intersections.....	95

**Appendices**

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Appendix A	Air Quality and Greenhouse Gas Assessment
Appendix B	Geotechnical Assessment
Appendix C.1	Phase I Environmental Site Assessment
Appendix C.2	Soils Report
Appendix D	Traffic Impact Assessment



# 1 Introduction

**Project Title:** Project 1: Tentative Parcel Map for IWP Partners a 63.5—acre site  
Project 2: Ocean Mist Farms Expansion Project

*Note: the projects are linked by 12-acres of the tentative parcel map that will be purchased for the Ocean Mist Expansion Project, a portion of which will be used as a parking lot and the remaining area not designated at this time.*

**Lead Agency Name and Address:** City of Coachella  
1515 Sixth Street  
Coachella, California 92236

**Contact person and phone number:** Michael Coyne, (760) 398-3102

**Project Location:** Project 1: 63.5 acres bounded by Industrial Way on the north, Avenue 53 on the south, Enterprise Way on the west and Polk Street on the east. Approximately 11.5 acres of the project site is located east of Polk Street.  
Project 2: 52-300 Enterprise Way, on an 18-5 acre site at the southeast corner of Avenue 52 and Enterprise Way, plus 12 acres of tentative parcel map in Project 1.

**Project sponsor’s name and address:** Project 1: IWP Partners, LLC  
1570 Linda Vista Drive  
San Marcos, CA 92078

Project 2: Hansen-Rice, Inc.  
1717 East Chisholm Drive  
Nampa, Idaho 83687

**General Plan Designation:** Project 1: Light Industrial  
Project 2: Light Industrial

**Zoning Designation:** Project 1: Heavy Industrial  
Project 2: Manufacturing Service Zoning District (M-S)

**Description of the project:**

## ***Exhibits***

Exhibit 1, *Regional Vicinity*, shows the regional location of the project sites within the larger Coachella Valley. Exhibit 2, *Project Vicinity* shows the project sites and surrounding vicinity.



Exhibit 3, *Photo Location Map*, is an aerial photograph showing the project sites and vicinity. Numbers on the exhibit represent locations where photographs were taken showing existing conditions for both project sites. Photographs follow Exhibit 3.

Exhibit 4, *IWP Partners Tentative Parcel Map*, shows 6 parcels ranging in size from 7.5 acres to 12 acres.

Exhibit 5, *Project 2 Site Plan*, shows the existing and proposed improvements for the Expansion of the Ocean Mist Farms site including the new parking lot and landscape improvements at the southwest corner of Enterprise Way and Industrial Way (Parcel 6 on Exhibit 3).

Exhibit 6, *Project 2 Landscape Plan*, shows the location and type of landscaping, as well as the new perimeter wall and location of the “Art in Public Places” installation. The particular art work has yet to be determined.

Exhibit 7, *Existing General Plan and Zoning Designations*, shows that both project sites have a designation of Light Industrial. However, the Ocean Mist Farms site is located in a Manufacturing Services (M-S) Zoning District while the tentative parcel map is located in a Heavy Manufacturing (M-H) Zoning District.

Exhibit 8, *Proposed Zone Change for Southeast Corner of Enterprise Way and Industrial Way*. No change in General Plan designation or zoning district is required for Project 1, however, in order for the 12-acre site on the southeast corner of Industrial Way and Enterprise Way to be used as part of Project 2, a change of zone will be required.

### *Project 1*

This proposed project is a tentative parcel map (TPM 36858) to subdivide an approximately 63.5-acre site into 6 developable parcels. A conceptual lot layout is shown in Exhibit 3. No land use proposals are associated with this project with the exception of the parking lot identified in Project 2.

### *Project 2*

The applicant proposes to expand the existing Ocean Mist Farms storage and processing facility. The project includes the following elements:

- partial demolition and reconstruction/remodeling of the existing buildings;
- a 1,122 square foot addition to the Ice Storage building;
- an 18,000 square foot covered sorting area;
- a 2,600 square foot administration building; and
- development of approximately 3.95 acres of a 12-acre site to create 2.5 acres of additional truck and employee parking, as well as other improvements on the southeast corner of Industrial Way and Enterprise Way.
  - other improvements include perimeter landscaping along Enterprise Way and Industrial Way.
  - a perimeter wall and landscaping along Enterprise Way, Industrial Way and Avenue 52.
  - water quality basins are included as part of the landscape plan along Enterprise Way, as well as on the east side of the proposed parking lot.



Ocean Mist Farms Expansion Project will require the following approvals from the City of Coachella:  
 Change of Zone No. 14-02  
 Architectural Review No. 14-04  
 Environmental Assessment No. 14-05  
 Tentative Parcel Map No. 36858

In addition, Table 1, *Existing Conditions and Proposed Revisions to Operations*, lists the revisions to the operation in support of the expanded facility.

**Table 1, Existing Conditions and Proposed Revisions to Operations**

	Existing Conditions	Proposed Revisions	Total New
<i>Employees</i>			
Employees – Office	25	30	5
Employees – Cooler	48	48	0
Employees - Processing	0	100	100
<i>Hours/Days of Operation</i>			
Hours	4 8-hours staggered shifts starting at 6 am, 9 am, 12, pm, 3 pm	No change	--
Days	215 days Thanksgiving to Easter then April thru July 1	No change	--
<i>Utilities</i>			
Electrical (Imperial Irrigation District)	Average annual (12 months) 4,930 kw/month	Annual average (12 months) 6,074 kw/month	1,144 kw/month
Water (City of Coachella Water Department)	Average annual (12 months) 679,000 gp/month	Average annual (12 months) 679,000 gp/month	125,000 gp/month

Source: Hanson-Rice, Inc., October 30, 2014.

Finally with regard to Project 2, the City has determined that the existing and proposed uses of the Ocean Mist Farms site are consistent with the General Plan designation (Light Industrial) and the M-S Zoning District. However, the proposed new parking area at the southeast corner of Industrial Way and Enterprise Way has a General Plan designation of Light Industrial, but is located in a Heavy Industrial (M-H) Zoning District. Therefore, as part of the proposed project, the applicant for Project 2 has requested a Zone Change from M-H to M-S on that 12-acre parcel.

The 12-acre parcel being purchased by the applicant, as shown on Exhibit 4 is part of the larger proposed 63.5 acres tentative parcel map (Project 1). Only the northwest, approximately 4 acres, are being used for the new parking lot, and the applicant has no immediate plans for the remaining 8 acres. Therefore, this area has been labeled “Not A Part”.



**Surrounding Land uses and setting:**

*Project 1*

North of site	Ocean Mist Farms packing and distribution plant, Desert Valley Date packing, vacant land
South of site	Vacant Land
East of site	Vacant Land, Whitewater Storm Channel, Highway 86
West of site	Vacant Land

*Project 2*

North of site	Residential neighborhood, vacant land
South of site	Vacant land
East of site	Desert Valley Date packing, vacant land
West of site	Date farm and packing shed

**Other public agencies whose approval is required:**

<b>Agency</b>	<b>Permit/Approval Required</b>
<b>FEDERAL</b>	
No Federal Agencies identified	
<b>STATE</b>	
State Water Resources Control Board	Construction Stormwater General Permit; Notice of Intent to Comply with Section 402 of the Clean Water Act, Construction Stormwater Pollution Prevention Plan (SWPPP); Industrial Stormwater General Permit; Approval of O&M SWPPP.
South Coast Air Quality Management District	PM-10 Plan for compliance with Rule 403.1, Dust Control in the Coachella Valley
<b>REGIONAL</b>	
Coachella Valley Association of Governments (CVAG)	Coachella Valley Multiple Species Habitat Conservation Plan (CVMSHCP) (Payment of fees); Transportation Uniform Mitigation Fee (TUMF)

Note: Approvals apply to Project 2; the tentative parcel map only requires approval from the City of Coachella.



1 inch = 6 miles



Regional Vicinity  
 Ocean Mist Farms Expansion and IWP Partners TPM Initial Study



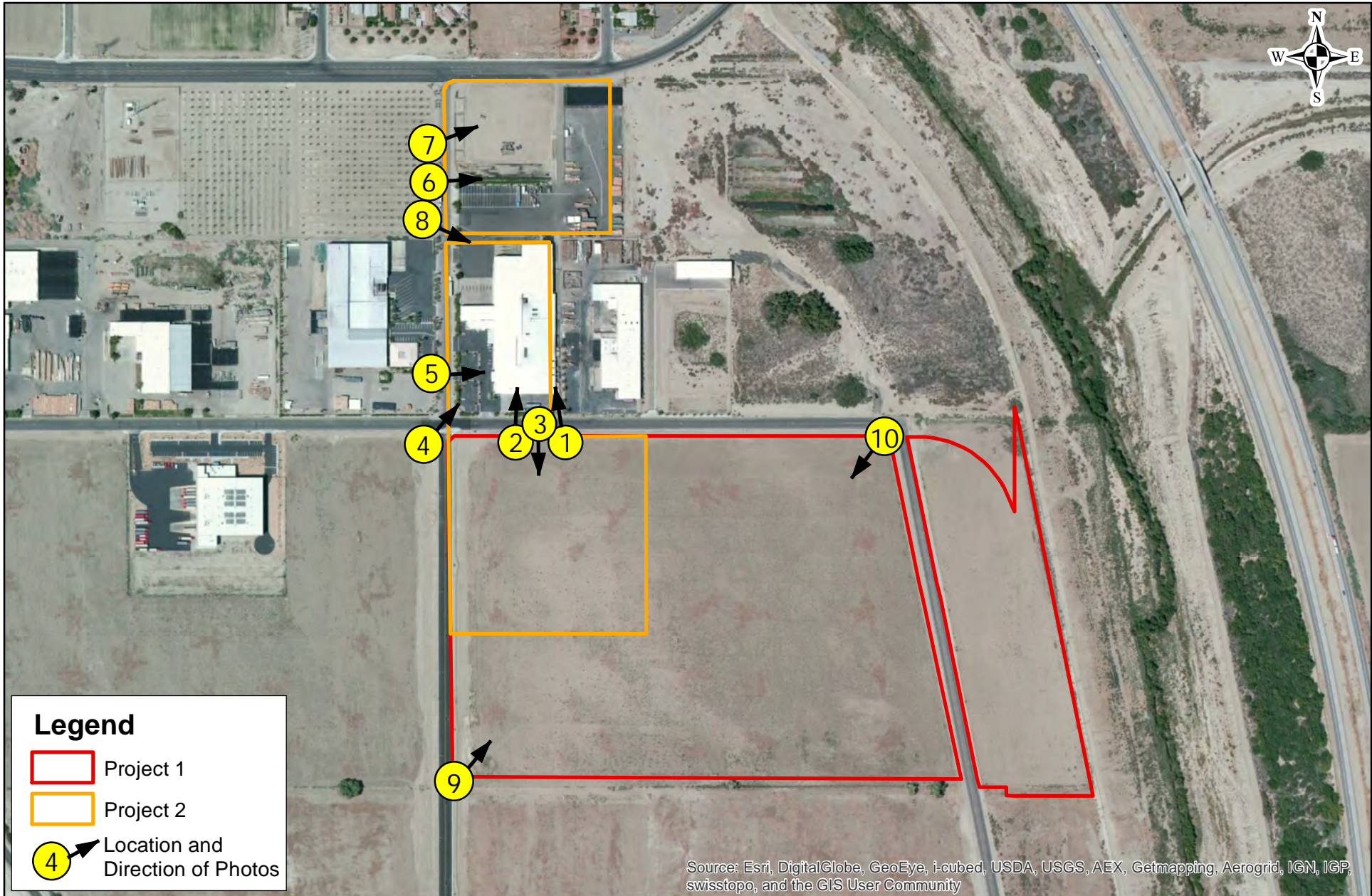


1 inch = 1,200 feet



Project Vicinity  
 Ocean Mist Farms Expansion and IWP Partners TPM Initial Study





1 inch = 500 feet



## Photo Location Map

### Ocean Mist Farms Expansion and IWP Partners TPM Initial Study



Photo 1:  
Facing  
north  
from  
the south  
east corner  
of the  
Ocean Mist  
property



Photo 2:  
Facing north  
looking at  
east driveway  
on the south  
side of  
Ocean Mist  
facility



Photo 3:  
Facing south  
looking at  
vacant land  
to be  
subdivided



Photo 4:  
View of  
Ocean Mist  
facility from  
north west  
corner of  
Industrial and  
Enterprise Way  
facing north  
east



Source: Site visit, Oct 2014



## Site Photos

### Ocean Mist Farms Expansion and IWP Partners TPM Initial Study

Photos  
1-4

Photo 5:  
View of  
west side  
Ocean Mist  
facility  
facing east



Photo 6:  
View of  
shipping area  
on west side  
of Ocean  
Mist facility  
facing east



Photo 7:  
View of  
parking area  
on north west  
side of  
Ocean Mist  
facility  
facing north  
east



Photo 8:  
View of the  
shipping area  
facing south  
east



Source: Site visit, Oct 2014



## Site Photos

### Ocean Mist Farms Expansion and IWP Partners TPM Initial Study

Photos  
5-8



Photo 9:  
View of vacant IWP property  
to be subdivided,  
from southwest corner of  
IWP property  
facing northeast



Photo 10:  
View of IWP property  
to be subdivided,  
from northeast corner  
of IWP property  
facing southwest



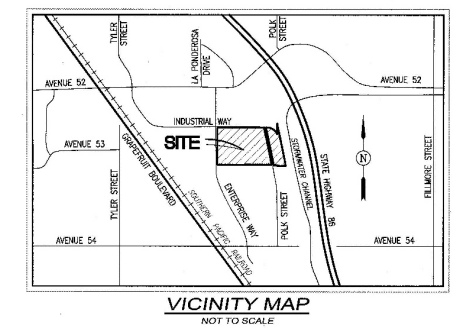
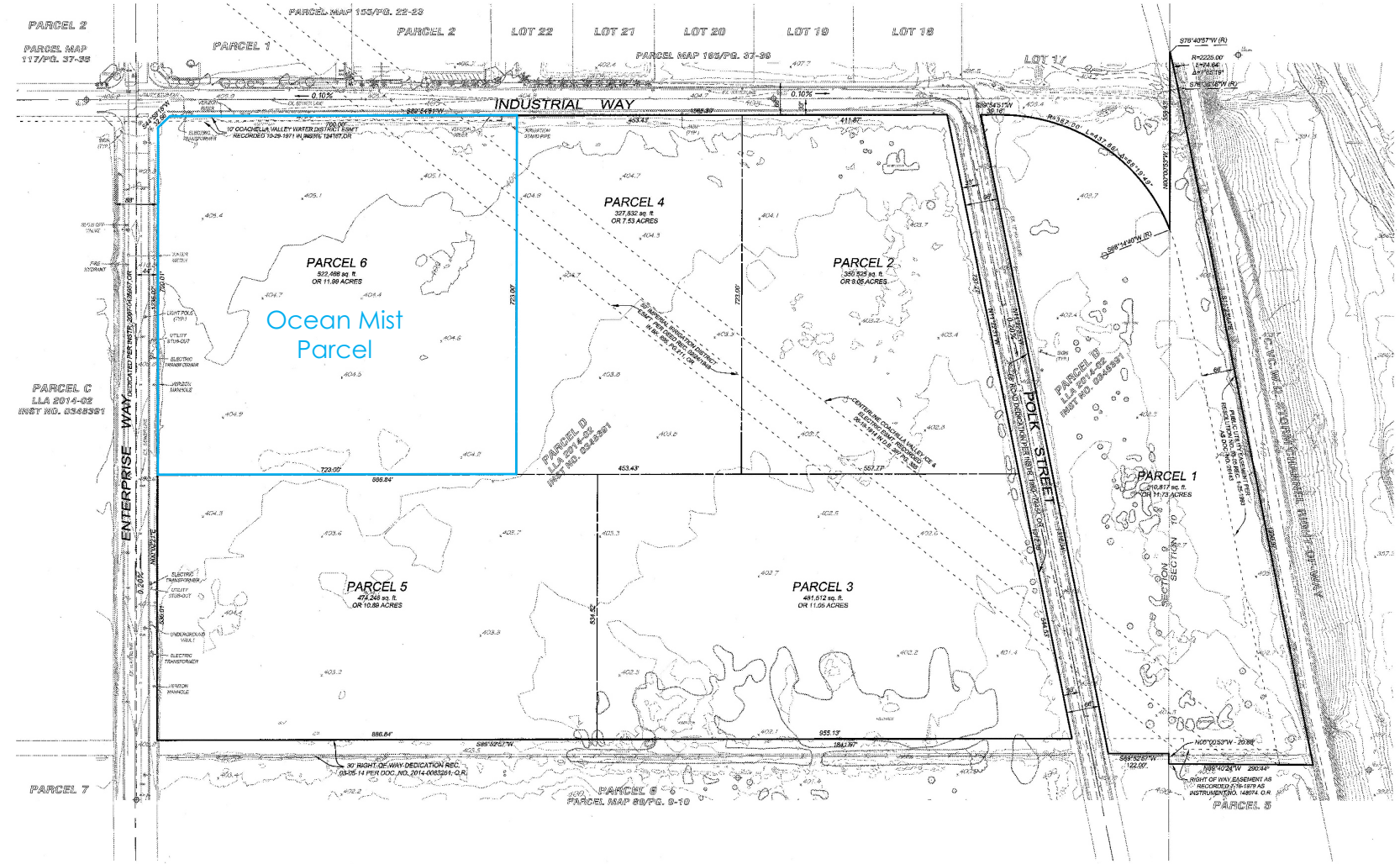
Source: Site visit, Oct 2014



Site Photos  
Ocean Mist Farms Expansion and IWP Partners TPM Initial Study

Photos  
9&10

IN THE CITY OF COACHELLA, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA  
**TENTATIVE PARCEL MAP NO. 36858**  
 A PORTION OF THE NORTHEAST QUARTER OF SECTION 9 & THE NORTHWEST QUARTER  
 OF SECTION 10, TOWNSHIP 6 SOUTH, RANGE 8 EAST, SAN BERNARDINO MERIDIAN  
 THE ALTUM GROUP NOVEMBER, 2014



**OWNER**  
 INDUSTRIAL WAY PROPERTIES, LLC  
 1570 LINDA VISTA DRIVE  
 SAN MARCOS, CA 92078-3808  
 (760) 744-8382

**ENGINEER**  
 THE ALTUM GROUP  
 75-770 FRED WARDING DRIVE, SUITE 219  
 PALM DESERT, CA 92260  
 (760) 346-4700

**PARCEL SUMMARY**

PARCEL 1	510,817 sq. ft.	OR 11.73 ACRES
PARCEL 2	350,525 sq. ft.	OR 8.05 ACRES
PARCEL 3	481,512 sq. ft.	OR 11.05 ACRES
PARCEL 4	377,832 sq. ft.	OR 7.53 ACRES
PARCEL 5	474,248 sq. ft.	OR 10.89 ACRES
PARCEL 6	522,456 sq. ft.	OR 11.99 ACRES
<b>TOTAL</b>	<b>2,687,400 sq. ft.</b>	<b>OR 61.24 ACRES</b>

**ZONING AND LAND USE**  
 EXISTING LAND USE: VACANT  
 PROPOSED LAND USE: INDUSTRIAL  
 CURRENT ZONING: M-H

**GENERAL PLAN DESIGNATION**  
 GENERAL PLAN DESIGNATION: INDUSTRIAL DISTRICT

**UTILITIES**  
 POWER: IMPERIAL IRRIGATION DISTRICT (800) 303-7758  
 GAS: SOUTHERN CALIFORNIA GAS COMPANY (760) 422-4133  
 TELECOMMUNICATIONS: VERIZON (760) 778-3603  
 CABLE: CITY OF COACHELLA (760) 388-5744  
 WATER: CITY OF COACHELLA (760) 388-5744  
 CABLE: TIME WARNER CABLEVISION (760) 340-1312

**BENCHMARK**  
 CITY OF COACHELLA BENCHMARK NO. 1011; 3" BRASS DISC SET IN THE TOP OF CURB 27' EAST OF THE 100' AT THE SOUTHEAST CORNER. IT IS EAST OF THE CENTERLINE OF ENTERPRISE WAY AND 35' SOUTH OF THE CENTERLINE OF AVENUE 54. ELEVATION = 394.82' NAVD 29 (US SURVEY FEET)

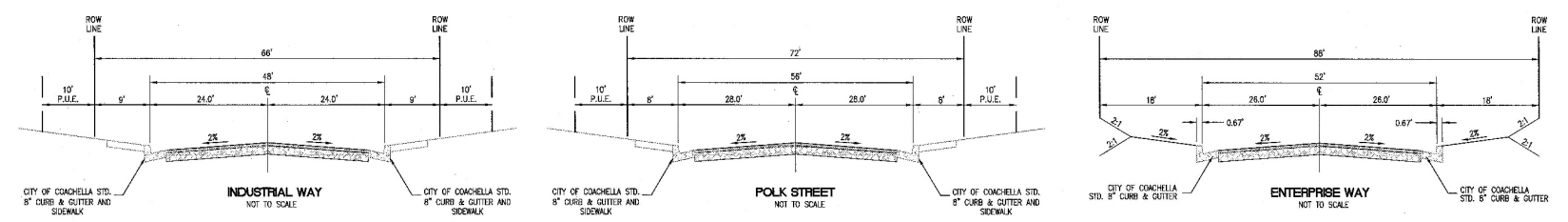
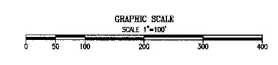
**BASIS OF BEARINGS**  
 BEARINGS SHOWN HEREON ARE BASED UPON THE CENTERLINE OF INDUSTRIAL WAY AS SHOWN ON RECORDS OF SURVEY RECORDED IN BOOK NO. 128, PAGES 27-30, OF RECORDS OF SURVEY, RECORDS OF RIVERSIDE COUNTY.

**LEGAL DESCRIPTIONS**  
 PARCEL "1" OF LOT LINE ADJUSTMENT NO. 2014-02, RECORDED SEPTEMBER 15, 2014, AS INSTRUMENT NO. 2014-0348391, IN THE CITY OF COACHELLA, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA.

**ASSESSOR'S PARCEL NUMBER**  
 763-131-036, 763-131-037, 763-131-038, 763-131-042, 763-131-063, 763-131-065 AND 763-150-040, 763-150-041.

**FLOOD ZONE**  
 THE PROPERTY HEREON LIES ON FEMA FLOOD ZONE "C", A AREA OF 2% ANNUAL CHANCE FLOOD; AREA OF 1% ANNUAL CHANCE FLOOD WITH AVERAGE DEPTHS OF LESS THAN 1 FOOT OR WITH DRAINAGE AREAS LESS THAN 1 SQUARE MILE AND AREAS PROTECTED BY LEVEES FROM 1% ANNUAL CHANCE FLOOD. ALL PER FLOOD INSURANCE RATE MAP, COMMUNITY PANEL 2270 OF 3805, MAP NUMBER 080632270G, EFFECTIVE DATE AUGUST 28, 2008.

**NOTE:** THE CULVERT STORM CHANNEL RIGHT-OF-WAY TO THE EAST OF THE PROPERTY LIES IN A FLOOD ZONE "X", A SPECIAL FLOOD HAZARD AREA SUBJECT TO INUNDATION BY THE 1% ANNUAL CHANCE FLOOD WITH NO BASE FLOOD ELEVATIONS DETERMINED PER FLOOD INSURANCE RATE MAP, COMMUNITY PANEL 2270 OF 3805, MAP NUMBER 080632270G, EFFECTIVE DATE AUGUST 28, 2008.



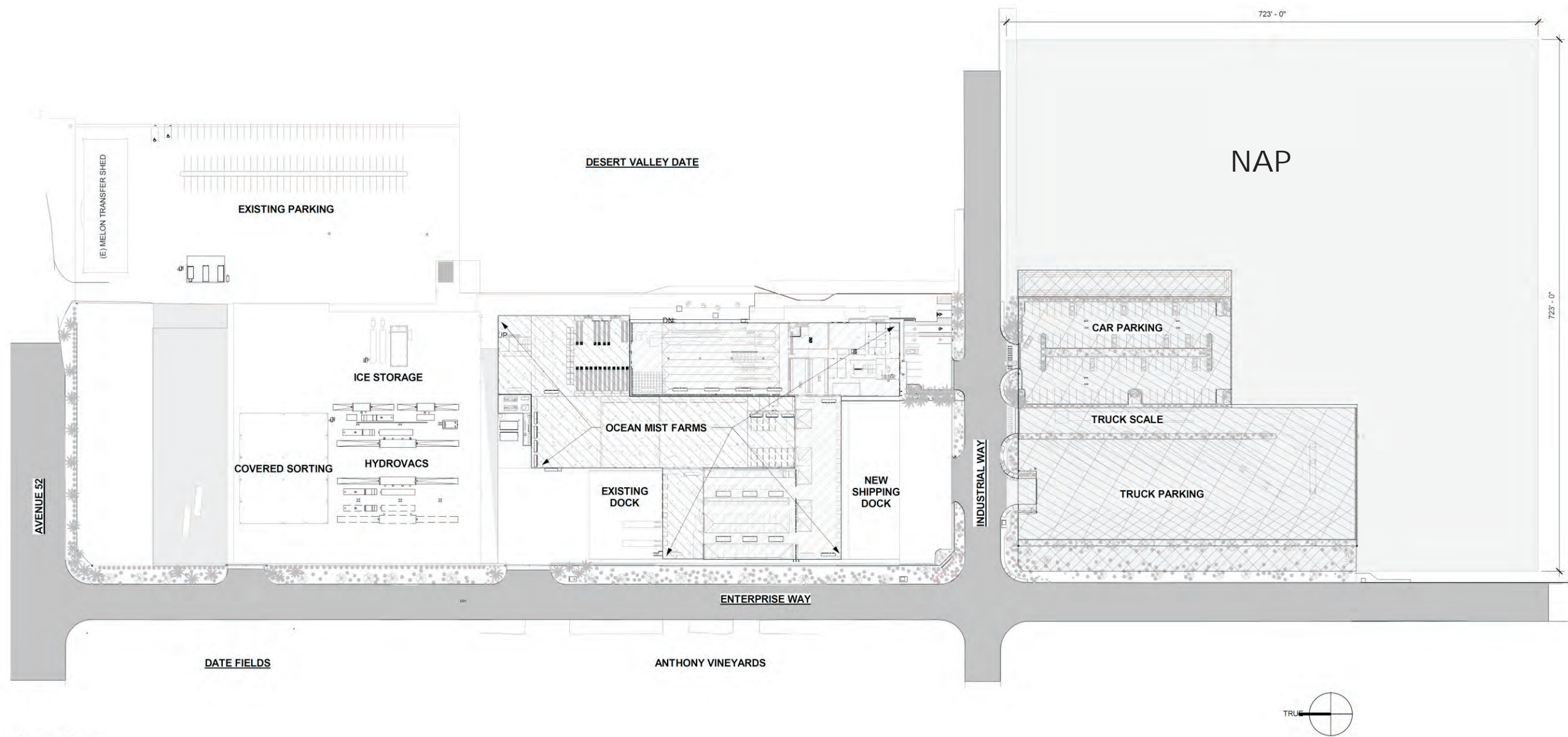
DATE	REVISIONS

PREPARED BY:	CITY OF COACHELLA
The Altum Group 75-770 Fred Warding Drive, Suite 219, Palm Desert, CA 92260 760.346.4700 TheAltumGroup.com E 760.343.0889	TENTATIVE PARCEL MAP NO. 36858 SHEET 1 OF 1








IWP Partners Tentative Parcel Map  
 Ocean Mist Farms Expansion and IWP Partners TPM Initial Study





Site Plan - Plat Map  
1" = 80'-0"

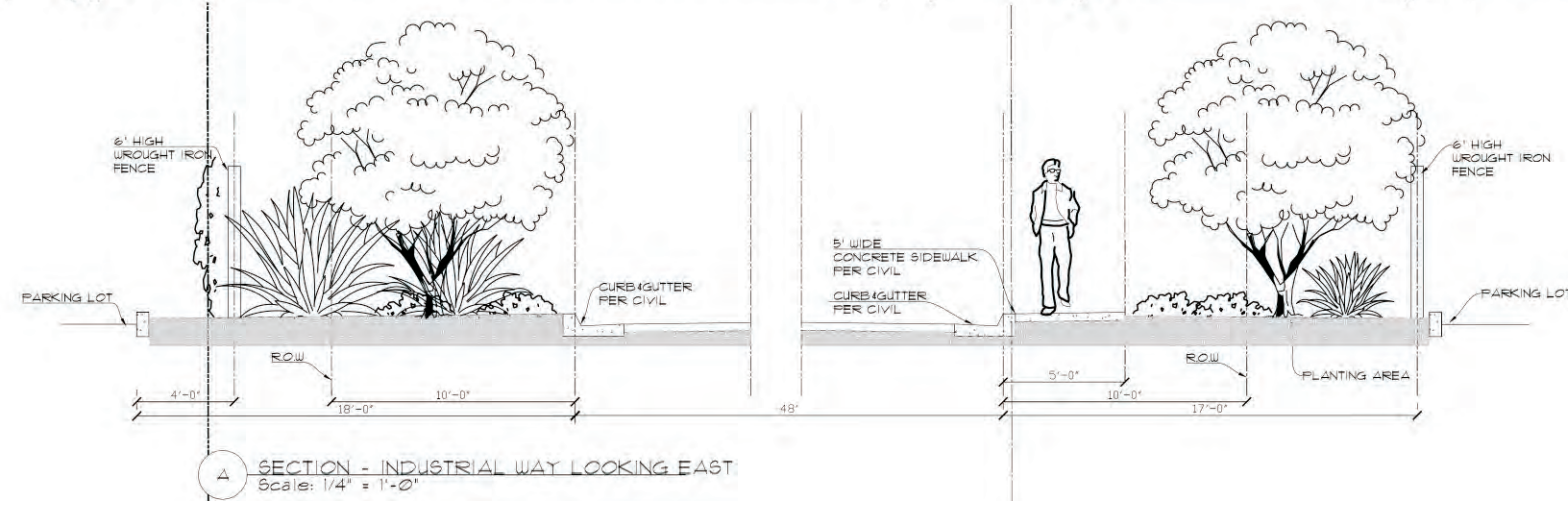
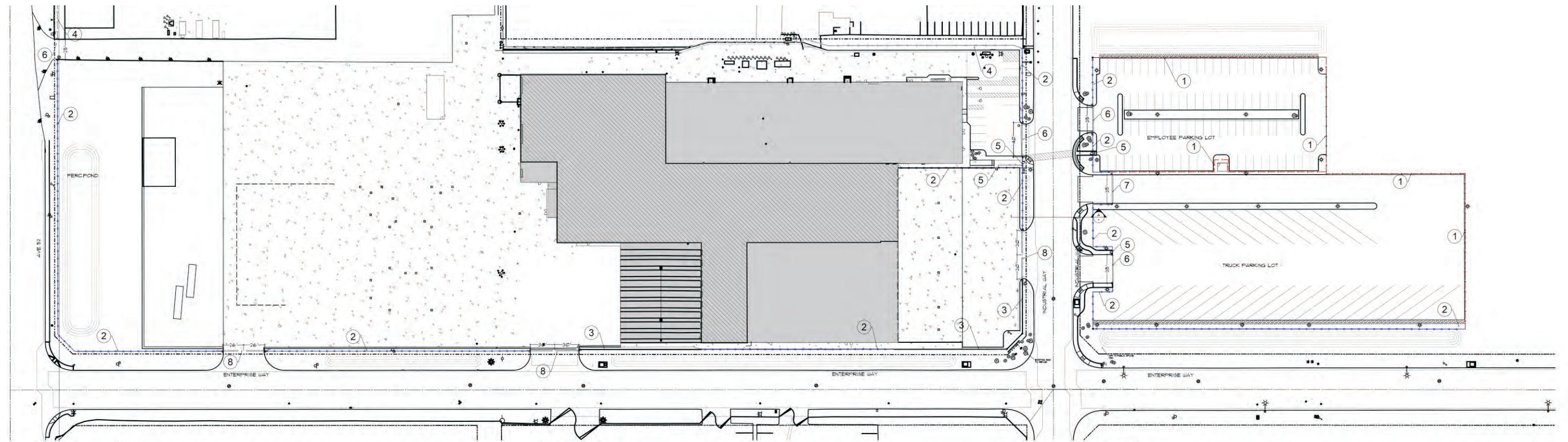


-  = EXISTING BUILDING
-  = NEW BUILDING
-  = NEW LAND TO BE PURCHASED, 12 ACRES.  
LAND USE 12.0 - 2.89 - 0.69 = 8.42 ACRES UNDISTURBED
-  = NEW LAND USAGE - PARKING, 2.89 ACRES
-  = NEW LAND USAGE - WATER RETENTION, 0.69 ACRES



Project 2 Site Plan  
Ocean Mist Farms Expansion and IWP Partners TPM Initial Study





**LEGEND**

- ① 6' HEIGHT CHAIN-LINK FENCE WITH GALVANIZED METAL FINISH. SEE L-1.00 FOR DETAIL, OR APPROVED EQUAL
- ② 6' HEIGHT WROUGHT IRON FENCE WITH MATCHING PILASTERS. SEE L-1.00 FOR DETAIL, OR APPROVED EQUAL
- ③ 8' HEIGHT WALL. SEE ARCHITECT PLAN FOR LAYOUT AND DETAIL
- ④ EXISTING CHAIN-LINK FENCE WITH BARBED WIRE TO REMAIN
- ⑤ NEW MAN GATE. 3' WIDTH. MATERIAL AND FINISH TO MATCH THE FENCE. EQUIPPED WITH ELECTRIC NUMERIC KEY PAD.
- ⑥ NEW SINGLE SLIDING VEHICLE GATE. SEE PLAN FOR WIDTH. MATERIAL AND FINISH TO MATCH THE FENCE. EQUIPPED WITH KEYPAD.
- ⑦ NEW ELECTRICALLY OPERATED HORIZONTAL SLIDING GATE. SEE PLAN FOR WIDTH. MATERIAL AND FINISH TO MATCH THE FENCE. EQUIPPED WITH METAL DETECTION FOR AUTOMATIC OPENING.
- ⑧ NEW DOUBLE SLIDING VEHICLE GATE. SEE PLAN FOR WIDTH. MATERIAL AND FINISH TO MATCH THE FENCE. EQUIPPED WITH KEYPAD.

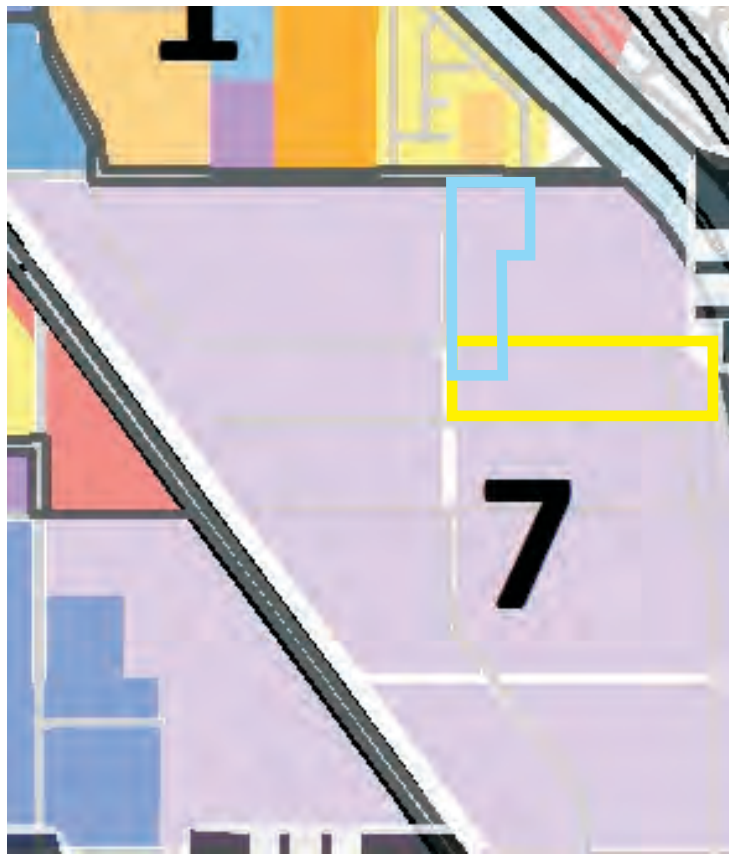
**GENERAL NOTES**

- 1. ALL GATES CAN BE CONTROLLED BY SHIPPING OFFICE.
- 2. GATE OPERATOR, GUIDE BARS, STRUCTURAL CALCULATION BY GATE CONTRACTOR.
- 3. GATE DESIGN CONTRACTOR SUBMIT SHOP DRAWINGS TO ARCHITECT FOR REVIEWING



Project 2 Landscape Plan  
Ocean Mist Farms Expansion and IWP Partners TPM Initial Study





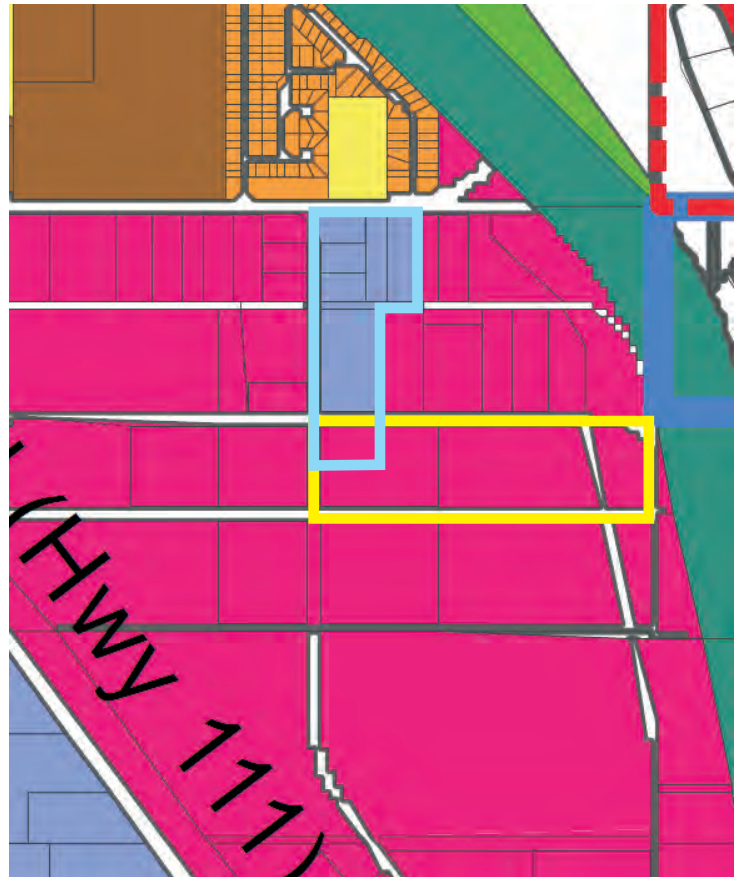
General Plan Designations

- Urban Neighborhood
- General Neighborhood
- Suburban Neighborhood
- Urban Employment Center
- Neighborhood Center
- Industrial District
- School
- Public Facilities
- Project 1
- Project 2



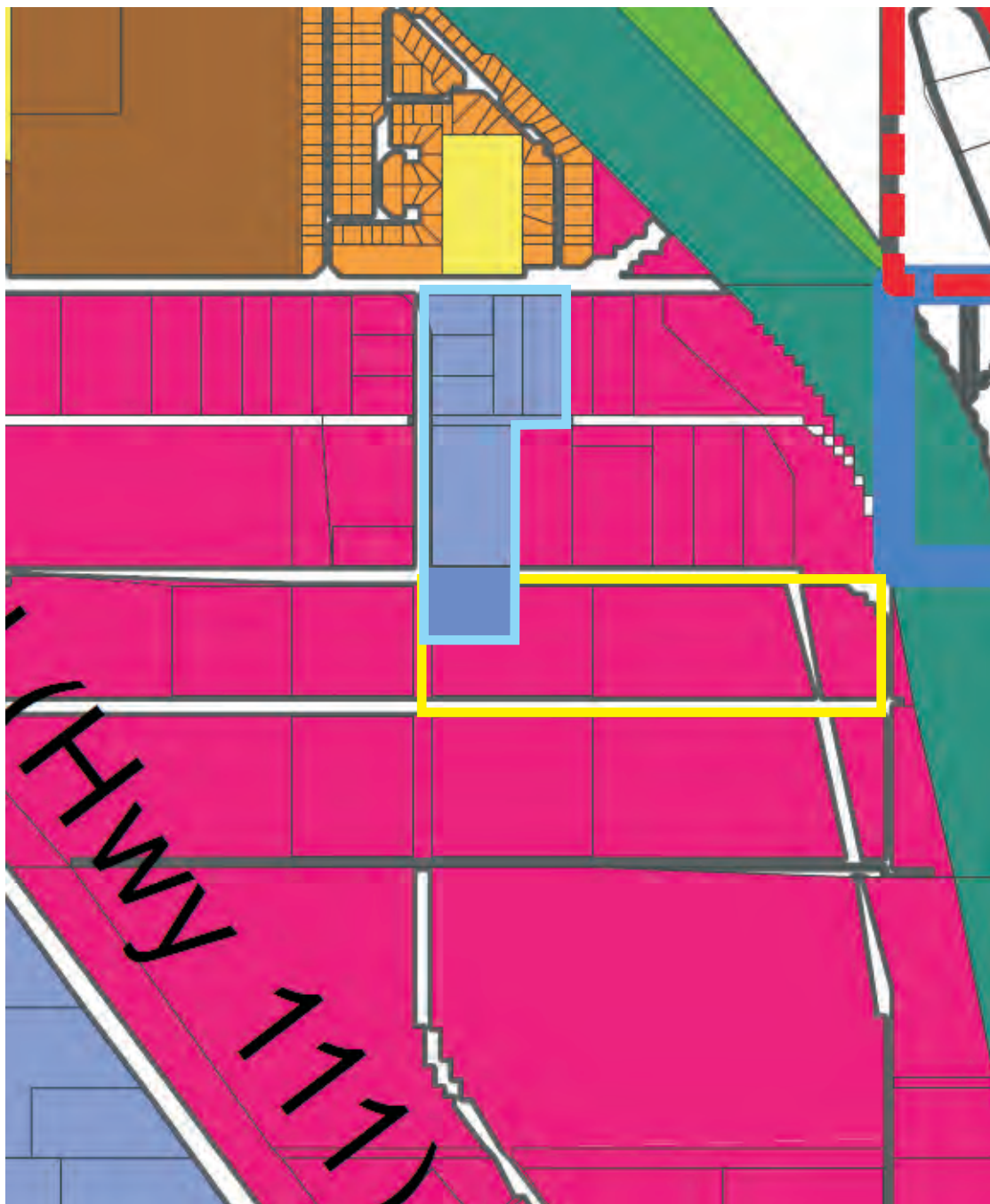
Zoning Designations

- R-O-6000, RESIDENTIAL OVERLAY 6000
- R-M, RESIDENTIAL MULTIPLE FAMILY
- M-H, HEAVY INDUSTRIAL
- M-S, MANUFACTURING SERVICE
- O-S, OPEN SPACE
- A-R, AGRICULTURAL RESERVE
- R-S, RESIDENTIAL SINGLE FAMILY
- Project 1
- Project 2







Sources: City of Coachella Draft General Plan 2035, 2014 and City of Coachella Zoning Map, 2013





Zoning Designations

- |  |  |
|--|--|
|  R-S, RESIDENTIAL SINGLE FAMILY     |  A-R, AGRICULTURAL RESERVE  |
|  R-O-6000, RESIDENTIAL OVERLAY 6000 |  O-S, OPEN SPACE            |
|  R-M, RESIDENTIAL MULTIPLE FAMILY   |  M-H, HEAVY INDUSTRIAL      |
|  Project 1                          |  M-S, MANUFACTURING SERVICE |
|  Project 2                          |  |

Source: City of Coachella Zoning Map, 2013



Proposed Zone Change for SE Corner of Enterprise and Industrial Ways  
Ocean Mist Farms Expansion and IWP Partners TPM Initial Study

Exhibit  
8





**ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:**

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

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

**DETERMINATION:**

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as describe on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Nancy M. Ferguson, Environmental Planning Manager  
for Luis Lopez, Development Services Director

11-14-14

Date

## 2 Environmental Checklist

- 1) A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required.
- 4) “Negative Declaration: Less than Significant with Mitigation Incorporated” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less than Significant Impact.” The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from “Earlier Analyses,” as described in (5) below, may be cross-referenced).
- 5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
  - a. Earlier Analysis Used. Identify and state where they are available for review.
  - b. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
  - c. Mitigation Measures. For effects that are “Less than Significant with Mitigation Measures Incorporated,” describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
- 7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project’s environmental effects in whatever format is selected.
- 9) The explanation of each issue should identify:
  - a. The significance criteria or threshold, if any, used to evaluate each question; and
  - b. The mitigation measure identified, if any, to reduce the impact to less than significant.



## Summary of Mitigation Measures

### Project 1 IWP Partners Tentative Parcel Map

Because the tentative parcel map is independent of any development proposal, there were no impacts or mitigation measures identified for the project.

### Project 2 Ocean Mist Farms Expansion Project

The following mitigation measures have been identified for Project 2, and with their implementation, impacts identified in the Environmental Checklist would be reduced to less than significant levels.

#### Air Quality

**AQ-1** As required by SCAQMD for all development projects in the Salton Sea Air Basin that would disturb one-acre or greater, the following Best Available Control Measures will be incorporated into a PM-10 Dust Control Plan prepared for Project 2 prior to commencement of site grading or other construction activity where soil disturbance or other fugitive dust may be generated.

Best Available Control Measure	Associated Measure in CalEEMod
<i>Clearing and Grubbing</i>	
02-1 Maintain stability of soil through pre-watering of site prior to clearing and grubbing. 02-2 Stabilize soil during clearing and grubbing activities. 02-3 Stabilize soil immediately after clearing and grubbing activities.	Water exposed surfaces three times per day Soil stabilizers for unpaved roads
<i>Earth Moving Activities</i>	
08-1 Pre-apply water to depth of proposed cuts 08-2 Re-apply water as necessary to maintain soils in a damp condition and to ensure that visible emissions do not exceed 100 feet in any direction 08-3 Stabilize soils once earth-moving activities are complete.	Pre-water to 12%
<i>Import/Export of Bulk Materials</i>	
09-1 Stabilize material while loading to reduce fugitive dust emissions. 09-2 Maintain at least six inches of freeboard on haul vehicles. 09-3 Stabilize material while transporting to reduce fugitive dust emissions. 09-4 Stabilize material while unloading to reduce fugitive dust emissions. 09-5 Comply with Vehicle Code Section 23114.	Water exposed surfaces three times per day

Best Available Control Measure	Associated Measure in CalEEMod
<i>Landscaping</i>	
10-1 Stabilize soils, materials, slopes Guidance: Apply water to materials to stabilize; maintain materials in a crusted condition; maintain effective cover over materials; stabilize sloping surfaces using soil until vegetation or ground cover can effectively stabilize the slopes; hydroseed prior to rain season.	Replace ground cover in disturbed areas when unused for more than 10 days
<i>Staging Areas</i>	
13-1 Stabilize staging areas during use by limiting vehicle speeds to 15 miles per hour.	Reduce speed on unpaved roads to 15 miles per hour
<i>Traffic Areas for Construction Activities</i>	
15-1 Stabilize all off-road traffic and parking areas. 15-2 Stabilize all haul routes. 15-3 Direct construction traffic over established haul routes. Guidance: Apply gravel/paving to all haul routes as soon as possible to all future roadway areas; barriers can be used to ensure vehicles are only used on established parking areas/haul routes.	Water exposed surfaces three times per day

Sources: SCAQMD Rule 403 and CalEEMod Output (See Appendix A of the Air Quality/Greenhouse Assessment).

**AQ-2** Prior to commencement of demolition, the applicant shall conduct a survey of the structures to be demolished to determine if asbestos containing materials (ACM) are present. SCAQMD Rule 1403 requires that the applicant, or his/her representative notify SCAQMD of the intent to demolish and/or renovate any buildings on site by describing the ACM removal procedures and time schedules, ACM handling and clean-up procedures, and storage, disposal, and land filling requirements for asbestos-containing waste materials (ACWM).

*Biological Resources*

**BIO-1** Prior to any land disturbance, the applicant shall have a focused biological survey conducted at the project site to determine presence/absence of burrowing owl (*Athene cunicularia*). If the site survey determines the presence of burrowing owl, mitigation in accordance with the California Department of Fish and Wildlife (CDFW) shall be implemented as follows: If burrowing owls are identified as being resident on-site outside the breeding season (February 1 through August 31) they may be relocated to other sites by a permitted biologist (permitted by CDFW), as allowed in the department’s *Staff Report on Burrowing Owl Mitigation* (March 2012). If an active burrow is found during the breeding season, the burrow shall be treated as a nest site and temporary fencing shall be installed at a distance of 550 yards from the active burrow to prevent disturbance during grading or construction. This is the maximum buffer distance recommended in the *Staff Report on Burrowing Owl Mitigation*. Installation and removal of the fencing shall be done with a biological monitor present.

### *Cultural Resources*

- CR-1** A qualified archaeological monitor, as well as a Native American monitor shall be present during at least the initial phases of site grading, and shall also inspect any trenches and proposed water quality basins, to ensure that if any buried cultural resources are discovered during construction activities, all work shall be halted in the vicinity of the find. The archaeologist shall determine whether the find is an isolated example or part of a more complex resource. Upon determining the significance of the resource, the consulting archaeologist, in coordination with the City, shall determine the appropriate actions to be taken. The appropriate measures may include as little as recording the resource with the California Archaeological Inventory database or as much as excavation, recording, and preservation of the sites that have outstanding cultural or historic significance.
- CR-2** A qualified paleontological monitor shall be present during at least the initial phases of renewed site grading, and shall also inspect all trenches and proposed water quality basins, to ensure that if any paleontological resources are discovered during construction activities, all work shall be halted in the vicinity of the find. The paleontologist shall determine whether the find is an isolated example or part of a more complex resource. Upon determining the significance of the resource, the consulting paleontologist, in coordination with the City, shall determine the appropriate actions to be taken. The appropriate measures may include as little as recording the resource with the San Bernardino County Museum or as much as excavation, recording, and preservation of the sites that have outstanding paleontological significance.
- CR-3** Should human remains be uncovered, the Riverside County Coroner's Office shall be immediately contacted and all work halted until final disposition by the Coroner. State Health Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made necessary findings as to the origin and disposition pursuant to Public Resources Code Section 5097.98. Shall the remains be determined to be of Native American descent, the Native American Heritage Commission shall be consulted to determine the appropriate disposition of said remains.

### *Geology and Soils*

- GEO-1:** Development of the project as proposed shall comply with the recommendations for design and construction identified in the following documents: 1) "Geotechnical Engineering Report, Ocean Mist Farms Expansion Project, Coachella, Riverside County, California" August 5, 2014, Terracon Consultants, Inc. 2) Alternative Settlement Mitigation Measures, Ocean Mist Farms Expansion Project, 52300 Enterprise Way, Coachella, Riverside County, California" August 27, 2014, Terracon Consultants, Inc., and 3) "Pavement Design Recommendations – Addendum #2, Ocean Mist Farms Expansion Project, 52300 Enterprise Way, Coachella, Riverside County, California" September 15, 2014, Terracon Consultants, Inc.

### *Traffic and Transportation*

- TIA-1** Upon project completion, a traffic signal will be warranted at the Enterprise Way and Avenue 52 intersection. When constructed, the proposed project shall be responsible for 15.1 percent of the total construction cost.

**TIA-2** In order to improve safety along Industrial Way, the proposed project shall incorporate the following measures:

- Installation of "DO NOT ENTER" signs at the project proposed truck staging parking lot from Industrial Way.
- Installation of lighting along Industrial Way with placement to illuminate the driveway locations.
- Installation of "Truck Crossing" signs to alert motorists to the trucks crossing Industrial Way from the staging lot to the loading dock.
- Provide a marked crosswalk across Industrial Way with appropriate signage and lighting.

**TIA-3** Prior to the issuance of building permits, the proposed project shall pay applicable City of Coachella Development Impact Fees (DIF) and County of Riverside Transportation Uniform Mitigation Fees (TUMF) in effect at that time.

## 2.1 Aesthetics

### 2.1.1 Sources

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

- *City of Coachella General Plan Update Draft EIR 2035*, July 2014. Prepared by Raimi & Associates. Pending approval as of October 2014.
- Site Visit October 22, 2014.

### 2.1.2 Environmental Setting

The project sites are located in an area that is mostly vacant and sporadically developed with industrial type uses and some agriculture as shown in the aerial photograph in Exhibit 2 and Exhibit 3. Photographs following Exhibit 3 show existing conditions at the project sites and in the vicinity. Scenic resources or trees, rock outcroppings, or historic buildings, state scenic highway viewshed is not within the vicinity. The Whitewater Storm Channel is located along the east side of the Project 1 site, however this is not considered to be a scenic resource.

### 2.1.3 Impacts

#### Project 1 – Tentative Parcel Map

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
AESTHETICS – Would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a-d) No Impact.** According to the Coachella General Plan EIR the only scenic vista within the City is the view of the Mecca Hills in the eastern portion of the City. Additional scenic vistas that are not within the City include the Santa Rosa and San Jacinto Mountains which can be viewed from the north and northwest of the City. There are no designated, or eligible, State Scenic Highways within the City of Coachella. In addition, the project site and surrounding vacant land does not exhibit any unique trees, rock outcroppings or other natural features. Finally, the project is a tentative parcel map to subdivide the parcel into 6 lots. There are no development plans associated with the map. So no new buildings with the potential to block views or create new sources of light or glare are proposed. Therefore there are no



impacts on existing visual character or quality of the site and its surroundings associated with the tentative parcel map.

Future development proposals on the individual parcels being created by the map would be subject to City staff review and at that time CEQA analysis will be required including the assessment of aesthetics and scenic resources. At a minimum the City will require site plan review that includes the review and approval of building elevations, landscaping plans, and utility and lighting plans.

**Project 2 Ocean Mist Farms Expansion Project**

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
AESTHETICS – Would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- a) **No Impact.** According to the Coachella General Plan Draft EIR 2035, the only scenic vista within the City is the view of the Mecca Hills in the eastern portion of the City. Additional scenic vistas that are not within the City include the Santa Rosa and San Jacinto Mountains which can be viewed from the north and northwest of the City. Expansion of the Ocean Mist Farms storage and process facility will not result in any new structures that would adversely affect views from surrounding properties because new facilities consist of infill on the existing site and a new parking lot on the property at the southeast corner of Industrial Way and Enterprise Way.
- b) **No Impact.** There are no designated, or eligible, State Scenic Highways within the City of Coachella; therefore there is no impacts to scenic resources.
- c) **Less than Significant Impact.** The proposed project will comply with the development standards set forth in Chapter 17.30 M-S, Manufacturing Service; the building will not exceed 50 feet in height or three stories high. Perimeter landscaping will be provided throughout, along with landscaping in the parking lot area on the southern parcel of the project site. Six different varieties of trees for a total of 81 trees are proposed on the project site varying in size between 24- to 48-inch box size trees; with the 48-inch box size trees primarily located on the northeast and southeast corners of Industrial Way and Enterprise Way. With approval of the project Site Plan and Landscape Plan, the visual character of the area will be improved by the inclusion of additional landscaping around the project site and

improvements to an existing vacant parcel at the southeast corner of Industrial Way and Enterprise Way. Therefore impacts to visual character and the quality of the site and surroundings would be less than significant.

- d) **Less than Significant Impact.** Existing light sources in the project area include headlights of vehicles traveling on roadways, streetlights, security lighting, lighting associated with Ocean Mist Farms Storage and Processing facility, Anthony Vineyards, Inc., Desert Valley Date, and other related uses in the vicinity. The project consists of improvements to an existing agricultural storage and processing facility site including a new parking lot on a currently vacant property south of the existing facility. There are sensitive receptors (residential neighborhood) north of the existing facility. Improvements to the site will not be made to that side of the project site, so no new impacts from light and glare would occur. The City's Development Review Commission process includes review of site plans, landscape plans and lighting plans for compliance with City standards for lighting and off street parking and location lighting per Municipal Code Chapter 17.54 – *Off-Street Parking and Loading*. Therefore, this impact would be less than significant with code compliance.

#### 2.1.4 Mitigation

No mitigation measures have been identified for either project.

#### 2.1.5 Level of Significance

No Impact.

## 2.2 Agriculture and Forestry Resources

### 2.2.1 Sources

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

- Riverside County Important Farmland 2010 map. California Department of Conservation website <http://www.conservation.ca.gov/dlrp/fmmp/Pages/Index.aspx>, accessed October 2014.

### 2.2.2 Environmental Setting

The project sites are located in an area that is designated for industrial uses and is sparsely developed with agricultural-related uses such as packing houses, some agricultural uses and north of Avenue 52, residential neighborhoods. According to Riverside County Important Farmland 2010 map, the sites are designated as Farmland of Local Importance. Lands in this category have the potential to have soils that would be classified as lands of prime and statewide importance but lack available irrigation water; are lands producing major crops for Riverside County but that are not listed as unique crops; are dairy lands including corrals, pasture, milking facilities, hay and manure storage; are lands identified by city or county ordinance as agricultural zones or contracts; or are lands planted with jojoba which are under cultivation and are of producing age. The site is vacant and not currently being used for any type of agriculture and is not zoned for agricultural use. The site is not under a Williamson Act Contract as shown on the 2008 Williamson Act Lands map for Riverside County.

### 2.2.3 Impacts

#### Project 1 IWP Partners Tentative Parcel Map Project 2 Ocean Mist Farms Expansion Project

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

**a/b) No Impact.** The site of Project 1 is vacant, has been graded and was previously used for agricultural. The site of Project 2 is developed with the existing Ocean Mist Farms agricultural storage and processing facility and includes proposed Parcel 6 of Project 1. Although the sites are within area designated as Farmland of Local Importance in the Riverside County Important Farmland Map from 2010, the area has been assigned an industrial district designation of the City of Coachella General Plan 2035 Land Use Map. Neither project site is within a Williamson Act contract.



Project 1 is a tentative parcel map only, and there are no development projects associated with the map at this time. The site of Project 2 is developed with an agricultural related use, storage and processing of locally grown fruits and vegetables. The project is the continued use and expansion of agricultural use including the use of a portion of Parcel 6 of Project 1 to be designated as a parking lot to accommodate the expansion.

- c/d) No Impact.** There are no forest lands on or near the site; therefore the project would not impact any forest or timberlands.
- e) No Impact.** The proposed Project 1 is a tentative parcel map to subdivide the site into six parcels. Future uses of these parcels are unknown at this time but may include packing houses or other agricultural uses such as the Ocean Mist Farms project (Project 2). Proposed Project 2 is the continued use and expansion of agriculturally-related usage. The conversion of a vacant site to other uses is consistent with the City's general plan. Therefore there is no adverse impact to agricultural lands.

#### **2.2.4 Mitigation**

No mitigation measures are required.

#### **2.2.5 Level of Significance**

The project would have no impact on agricultural and forestry resources.

### **2.3 Air Quality**

#### **2.3.1 Sources**

The following source was utilized to support the conclusions made in this section.

- *Air Quality and Greenhouse Gas Analysis Report, Ocean Mist Storage and Process Remodel and Addition Project, Riverside County, California, November 3, 2014, First Carbon Solutions.*

#### **2.3.2 Environmental Setting**

The project area is within the Coachella Valley portion of the Salton Sea Air Basin, which is aligned in a northwest-southeast orientation stretching from San Geronio Pass to the U.S.-Mexico border. The Coachella Valley is a continental, desert region with a climate characterized by low annual rainfall, low humidity, hot days, and cool nights. Temperatures exceed 100° Fahrenheit (F) during the summer with daily highs near 110° F during July and August. Rainfall in the area varies considerably; most precipitation normally occurs November through April, but the average annual rainfall is less than 4 inches.

The Coachella Valley is exposed to frequent gusty winds, the strongest of which occur northeast of the project area in San Geronio Pass, which is a wind power generation area. Stronger winds tend to occur in the open mid-portion of the valley, while lighter winds tend to occur closer to the foothills and mountains. Less frequently, widespread gusty winds occur over all areas of the valley. Within the project area, a natural sand

migration process has direct and indirect effects on air quality. Called “blowsand,” this natural sand migration process generates PM<sub>10</sub> in two ways: (1) by direct particle erosion and fragmentation; and (2) by secondary effects (i.e., sand deposits on road surfaces being entrained by road traffic).

Wind plays an important role in air pollutant concentration. The wind speed and direction determine the horizontal dispersion and transport of air pollutants. During late autumn to early spring, the Salton Sea Air Basin is subject to wind flows associated with storms moving through the region from the northwest. This period also brings five to ten periods of strong, dry offshore winds, known as the Santa Ana winds. Summer wind flows can be created by pressure differences between the relatively cold ocean and the unevenly heated and cooled land surfaces that modify the general northwesterly wind circulation over southern California. The prevailing winds in the project area for a 24-hour period move predominantly from northwest to southeast, with an average of 3 meters per second. Between 7:00 a.m. and 5:00 p.m., the wind blows generally from south to north with occasional winds blowing from northwest to southeast.

Temperature inversions limit the vertical depth through which pollution can be mixed. Among the most common temperature inversions in the Salton Sea Air Basin are radiation inversions, which form on clear winter nights when cold air off the surrounding mountains sink to the valley floor while the air aloft over the valley remains warmer. These inversions, in conjunction with calm winds, trap pollutants near the source.

### ***Local Air Quality***

For evaluation purposes, SCAQMD has divided the area under its jurisdiction into 36 Source Receptor Areas. Source Receptor Areas are generally representative of the meteorological, terrain, and air quality conditions within a particular geographical area. The project is within Source Receptor Area 30. The nearest SCAQMD-operated monitoring station in which criteria pollutant data was collected is the Jackson Street monitoring station in Indio. The Jackson Street monitoring station is located approximately 4.5 miles northwest of the project site. Table 2, *Air Quality Monitoring Summary*, summarizes 2011 through 2013 published monitoring data, which is the most recent 3-year period available. The carbon monoxide data was collected from the Palm Springs-Fire Station monitoring station, located approximately 25.5 miles northwest of the project site.

### ***Attainment Status***

The United States Environmental Protection Agency (USEPA) and the California Air Resources Board (CARB) designate air basins where ambient air quality standards are exceeded as “nonattainment” areas. If standards are met, the area is designated as an “attainment” area. If there is inadequate or inconclusive data to make a definitive attainment designation, they are considered “unclassified.” National nonattainment areas are further designated as marginal, moderate, serious, severe, or extreme as a function of deviation from standards. Each standard has a different definition, or “form” of what constitutes attainment, based on specific air quality statistics. For example, the federal 8-hour CO standard is not to be exceeded more than once per year; therefore, an area is in attainment of the CO standard if no more than one 8-hour ambient air monitoring values exceeds the threshold per year. In contrast, the federal annual PM<sub>2.5</sub> standard is met if the 3-year average of the annual average PM<sub>2.5</sub> concentration is less than or equal to the standard.

The current attainment designations for the Salton Sea Air Basin are shown in Table 3, *Salton Sea Air Basin-Riverside County Attainment Status*. The Salton Sea Air Basin is designated as nonattainment for the state and federal ozone and PM<sub>10</sub> standards. The Coachella Valley area of the Salton Sea Air Basin is in attainment for the State PM<sub>2.5</sub> standard.

### **Regulatory Setting**

Air pollutants are regulated at the national, State, and air basin level; each agency has a different level of regulatory responsibility. The USEPA regulates at the national level. CARB regulates at the state level. SCAQMD regulates at the air basin level, including the Riverside County portion of the Salton Sea Air Basin.

#### *National and State*

The USEPA is responsible for national and interstate air pollution issues and policies, and sets national vehicle and stationary source emission standards, oversees approval of all State Implementation Plans (SIPs), provides research and guidance for air pollution programs, and sets National Ambient Air Quality Standards (NAAQS), also known as federal standards. There are federal standards for the following criteria air pollutants, which were identified from provisions of the Clean Air Act of 1970:

- Ozone
- Nitrogen dioxide (NO<sub>2</sub>)
- Lead (pb)
- Particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub>)
- Carbon monoxide (CO)
- Sulfur dioxide (SO<sub>2</sub>)

The federal standards were set to protect public health, including that of sensitive individuals; thus, the standards continue to change as more medical research is available regarding the health effects of the criteria pollutants. Primary federal standards are the levels of air quality necessary, with an adequate margin of safety, to protect the public health.

A State Implementation Plan (SIP) is a document prepared by each state describing existing air quality conditions and measures that will be followed to attain and maintain federal standards. The California SIP is administered by CARB, which has overall responsibility for statewide air quality maintenance and air pollution prevention. California's SIP incorporates individual federal attainment plans for regional air districts—air districts prepare their federal attainment plans, that are sent to CARB to be approved and incorporated into the California SIP. Federal attainment plans include the technical foundation for understanding air quality (e.g., emission inventories and air quality monitoring), control measures and strategies, and enforcement mechanisms.

CARB also administers California Ambient Air Quality Standards (CAAQS), the State standards, for the 10 air pollutants designated in the California Clean Air Act. The 10 state air pollutants are the six criteria air pollutants – Ozone, Nitrogen dioxide (NO<sub>2</sub>), Lead (pb), PM<sub>10</sub>, PM<sub>2.5</sub>, and Sulfur dioxide (SO<sub>2</sub>) – as well visibility-reducing particulates, hydrogen sulfide, sulfates, and vinyl chloride.

Several pollutants listed here were not addressed in the project analysis. For example, the analysis of lead was not included because the project is not anticipated to emit lead. Visibility -reducing particles were not

explicitly addressed in the analysis because particulate matter is addressed in detail. The project is not expected to generate or be exposed to vinyl chloride because the proposed project would not use the chemical processes that create this pollutant, and there are no such uses in the project vicinity. The proposed project is not expected to cause exposure to hydrogen sulfide because the facility does not and would not in the future, generate hydrogen sulfide in any substantial quantity.

**Table 2 Air Quality Monitoring Summary**

Air Pollutant	Averaging Time	Item	Monitoring Year		
			2011	2012	2013
Ozone	1 Hour	Max 1 Hour (ppm)	0.099	0.102	0.105
		Days > State Standard (0.09 ppm)	3	2	2
	8 Hour	Max 8 Hour <sup>1</sup> (ppm)	0.090	0.090	0.087
		Days > State Standard (0.07 ppm)	42	45	38
		Days > National Standard (0.075 ppm)	19	24	18
Carbon monoxide <sup>2</sup>	1 Hour <sup>3</sup>	Max 1 Hour (ppm)	0.93	0.64	ND
	8 Hour	Max 8 Hour (ppm)	0.65	0.45	ND
		Days > State Standard (9.0 ppm)	0	0	0
		Days > National Standard (9 ppm)	0	0	0
Inhalable coarse particles (PM <sub>10</sub> )	Annual	Annual Average <sup>1</sup> (µg/m <sup>3</sup> )	35.4	33.4	38.6
	24 hour	Max 24 Hour <sup>1</sup> (µg/m <sup>3</sup> )	324.0	125.0	159.0
		Est Days > State Standard (50 µg/m <sup>3</sup> )	18.6	43.2	85.2
		Est Days > National Standard (150 µg/m <sup>3</sup> )	2.0	ND	3.0
Fine particulate matter (PM <sub>2.5</sub> ) <sup>1</sup>	Annual	Annual Average (µg/m <sup>3</sup> )	7.1	7.6	8.3
	24 Hour	Max 24 Hour (µg/m <sup>3</sup> )	35.4	18.4	25.8
		Est Days > National Standard (35 µg/m <sup>3</sup> )	0	0	0
Notes and Abbreviations: > = exceed                      ppm = parts per million                      µg/m <sup>3</sup> = micrograms per cubic meter ID = insufficient data              ND = no data                      max = maximum Est = estimated State Standard = California Ambient Air Quality Standard National Standard = National Ambient Air Quality Standard <sup>1</sup> From the California Measurement <sup>2</sup> From the Palm Springs-Fire Station <sup>3</sup> The ARB does not report 1-hour CO data. Therefore, the 8-hour data were divided by a persistence factor of 0.7 to arrive at a 1-hour concentration. Sources: California Air Resources Board 2014a.					

*Toxic Air Contaminants*

A toxic air contaminant (TAC) is defined as an air pollutant that may cause or contribute to an increase in mortality or serious illness, or that may pose a hazard to human health. TACs are usually present in minute quantities in the ambient air; however, their high toxicity or health risk may pose a threat to public health even at low concentrations. The California Almanac of Emissions and Air Quality presents the relevant concentration and cancer risk data for the ten TACs that pose the most substantial health risk in California based on available data.

**Table 3 Salton Sea Air Basin-Riverside County Attainment Status**

Pollutant	State Status	National Status
Ozone	Nonattainment	Nonattainment – Severe
Carbon monoxide	Attainment	Unclassifiable/Attainment
Nitrogen dioxide	Attainment	Unclassifiable/Attainment
Sulfur dioxide	Attainment	Unclassifiable/Attainment
PM <sub>10</sub>	Nonattainment	Nonattainment – Serious
PM <sub>2.5</sub>	Attainment <sup>1</sup>	Unclassifiable/Attainment
Lead	Attainment	Attainment

Source of State status: California Air Resources Board 2014b; Source of National status: USEPA. 2014.

Notes:

<sup>1</sup> The Coachella Valley portion of the Salton Sea Air Basin.

These TACs are as follows:

- acetaldehyde,
- benzene,
- 1.3-butadiene,
- carbon tetrachloride,
- hexavalent chromium,
- paradichlorobenzene, formaldehyde,
- methylene chloride, perchloroethylene, and
- diesel particulate matter (DPM).

DPM differs from other TACs in that it is not a single substance but a complex mixture of hundreds of substances. Although DPM is emitted by diesel-fueled, internal combustion engines, the composition of the emissions varies, depending on engine type, operating conditions, fuel composition, lubricating oil, and whether an emission control system is present. Unlike the other TACs, however, no ambient monitoring data are available for DPM because no routine measurement method currently exists. CARB has made preliminary concentration estimates based on a DPM exposure method. This method uses the CARB emissions inventory’s PM<sub>10</sub> database, ambient PM<sub>10</sub> monitoring data, and the results from several studies to estimate concentrations of DPM.

### ***South Coast Air Quality Management District***

SCAQMD is responsible for controlling emissions primarily from stationary sources. The SCAQMD maintains air quality monitoring stations throughout the South Coast Air Basin and a portion of the Salton Sea Air Basin. The SCAQMD is also responsible for developing, updating, and implementing the AQMP for the region, in coordination with the Southern California Association of Governments (SCAG). The SCAQMD also has roles under CEQA.

### ***Air Quality Management Plans***

An AQMP is a plan prepared and implemented by an air pollution district for a county or region designated as nonattainment of the federal and/or California ambient air quality standards. The term nonattainment area is used to refer to an air basin where one or more ambient air quality standards are exceeded.

#### ***2003 AQMP***

One of the purposes of the 2003 AQMP is to lead the basin and portions of the Salton Sea Air Basin under SCAQMD jurisdiction into compliance with the 1-hour ozone and PM<sub>10</sub> federal standards (SCAQMD 2003). One of the purposes of the 2007 AQMP is to lead the basin into compliance of the federal 8-hour ozone and PM<sub>2.5</sub> standards.

The 2003 AQMP also replaced the 1997 attainment demonstration for the federal CO standard and provided a basis for a maintenance plan for CO for the future, and updated the maintenance plan for the federal nitrogen dioxide standard that the South Coast Air Basin has met since 1992.

The 2003 AQMP also incorporated new scientific data in the form of updated emissions inventories, ambient measurements, new meteorological episodes, and new air quality modeling tools. The 2003 AQMP used complex modeling to show that with the control measures, the basin would be in compliance with the federal and state standards for all pollutants by 2010, except for the state ozone and PM<sub>10</sub> standards and the state ozone and PM<sub>10</sub> standard after 2010 or by the earliest practicable date, as mandated by the California Health and Safety Code Section 40462. CARB approved the 2003 AQMP on August 1, 2003. The USEPA's adequacy finding on the emissions budgets for conformity determination in the basin was published in the Federal Register (69 FR 15325-15326).

#### ***2007 AQMP***

The 2007 AQMP was adopted by the SCAQMD in June 2007 and forwarded it to CARB for its approval and subsequent submittal to the USEPA. In September 2007, CARB adopted the State Strategy for the 2007 State Implementation Plan and the 2007 AQMP as part of the SIP. In January 2009 the USEPA's regional administrator signed a final rule to approve in part and disapprove in part the SCAQMD 2003 1-hour ozone plan and the nitrogen dioxide maintenance plan. The parts of the plan that were approved strengthen the SIP. The Clean Air Act does not require the disapproved portions of the plan, and the disapprovals do not start sanctions clocks.

The 2007 AQMP outlines a detailed strategy for meeting the federal health-based standards for PM<sub>2.5</sub> by 2015 and 8-hour ozone by 2024 while accounting for and accommodating future expected growth. The 2007 AQMP incorporates significant new emissions inventories, ambient measurements, scientific data, control strategies, and

air quality modeling. Most of the reductions will be from mobile sources, which are currently responsible for about 75 percent of all smog and particulate forming emissions. The 2007 AQMP includes 37 control measures proposed for adoption by the SCAQMD, including measures to reduce emissions from new commercial and residential developments, more reductions from industrial facilities, and reductions from wood burning fireplaces and restaurant charbroilers.

#### *2012 AQMP*

The 2012 AQMP was adopted in December 2012. The purpose of the 2012 AQMP is to set forth a comprehensive and integrated program that will lead the South Coast Air Basin into compliance with the federal 24-hour PM<sub>2.5</sub> air quality standard, and to provide an update of the Basin's projections in meeting the federal 8-hour ozone standards. The 2012 AQMP will be submitted to the USEPA as the SIP once it is approved by the SCAQMD Governing Board and CARB. Specifically, the AQMP will serve as the official SIP submittal for the federal 2006 24-hour PM<sub>2.5</sub> standard, for which USEPA has established a due date of December 14, 2012. In addition, the AQMP updates specific elements of the previously approved 8-hour ozone SIP: 1) an updated emissions inventory and, 2) new control measures and commitments for emissions reductions to help fulfill the Section 182(e)(5) portion of the 8-hour ozone SIP.

The 2012 AQMP proposes Basin-wide PM<sub>2.5</sub> measures that will be implemented by the 2014 attainment date, episodic control measures to achieve air quality improvements (would only apply during high PM<sub>2.5</sub> days), Section 182(e)(5) implementation measures (to maintain progress towards meeting the 2023, 8-hour ozone national standard), and transportation control measures. Most of the control measures focus on incentives, outreach, and education.

Proposed PM<sub>2.5</sub> reduction measures in the 2012 AQMP include the following:

- Further NO<sub>x</sub> reductions from RECLAIM
- Further reductions from residential wood burning devices
- Further reductions from open burning
- Emission reductions from under-fired charbroilers
- Further ammonia reductions from livestock waste
- Backstop measures for indirect sources of emissions from ports and port-related sources
- Further criteria pollutant reductions from education, outreach and incentives

There are multiple Volatile Organic Compounds (VOC) and NO<sub>x</sub> reductions in the 2012 AQMP to attempt to reduce ozone formation, including further VOC reductions from architectural coatings, miscellaneous coatings, adhesives, solvents, lubricants, mold release products, consumer products. The 2012 AQMP also contains proposed mobile source implementation measures for the deployment of zero- and near-zero emission on-road heavy-duty vehicles, locomotives, and cargo handling equipment. There are measures for the deployment of cleaner commercial harborcraft, cleaner ocean-going marine vessels, cleaner off-road equipment, and cleaner aircraft engines.



The 2012 AQMP proposes the following mobile source implementation measures:

- On-road mobile sources:
  - Accelerated penetration of partial zero-emission and zero-emission vehicles and light-heavy and medium-heavy duty vehicles through funding assistance for purchasing the vehicles
  - Accelerated retirement of older light-, medium-, and heavy-duty vehicles through funding incentives
  - Further emission reductions from heavy-duty vehicles serving near-dock railyards through a proposed control measure that calls for a requirement that any cargo container moved between the Ports of Los Angeles and Long Beach to the nearby railyards by with zero-emission technologies
- Off-road mobile sources:
  - Extension of the SOON provision for construction/industrial equipment, which provides funding to repower or replace older Tier 0 and Tier 1 equipment
  - Further emission reductions from freight and passenger locomotives calls for an accelerated use of Tier 4 locomotives in the Basin
  - Further emission reductions from ocean-going marine vessels while at berth
  - Emission reductions from ocean-going marine vessels

The 2012 AQMP also relies upon the Southern California Association of Governments regional transportation strategy, which is in its adopted 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and 2011 Federal Transportation Improvement Program, which contains the following sections:

1. Linking regional transportation planning to air quality planning: making sure that the regional transportation plan supports the goals and objectives of the AQMP/SIP.
2. Regional transportation strategy and transportation control measures: the RTP/SCS contains improvements to the regional multimodal transportation system including the following: active transportation (non-motorized transportation—biking and walking); transportation demand management; transportation system management; transit; passenger and high- speed rail; goods movement; aviation and airport ground access; highways; arterials; and operations and maintenance.
3. Reasonably available control measure analysis.

#### *2003 Coachella Valley State Implementation Plan*

The Southern California Association of Governments (SCAG) and the Coachella Valley Association of Governments (CVAG) are key participants in local and regional air quality improvement efforts. CVAG has also been instrumental in initiating programs that address regional air quality issues and shortcomings. The 2003 Coachella Valley State Implementation Plan (2003 CVSIP) was prepared by the SCAQMD, local Coachella Valley jurisdictions, agencies, and stakeholders. The CVSIP includes control measures and attainment demonstrations and an analysis of the most stringent measures. The SCAQMD also employs a Coachella Valley



PM<sub>10</sub> air quality inspector, who works closely with CVAG, local jurisdictions, and developers to implement effective, site-specific PM<sub>10</sub> mitigation measures.

#### *SCAQMD Rules*

The AQMP for the basin establishes a program of rules and regulations administered by SCAQMD to obtain attainment of the state and federal standards. The rules and regulations that apply to this project include, but are not limited to, the rules listed in the Standard Conditions section of this report.

#### *CAQMD CEQA Guidance*

The SCAQMD has two roles under CEQA:

1. **Lead Agency:** responsible for preparing environmental analyses for its own projects (adoption of rules, regulations, or plans) or permit projects filed with the SCAQMD where the SCAQMD has primary approval authority over the project.
2. **Commenting Agency:** the SCAQMD reviews and comments on air quality analyses prepared by other public agencies (such as the proposed project).

SCAQMD also provides guidance and thresholds for CEQA air quality and greenhouse gas analyses. The result of this guidance as well as State regulations to control air pollution is an overall improvement in the project area, as shown previously.

#### ***City of Coachella General Plan***

The City of Coachella has released a draft Comprehensive General Plan Update (General Plan 2035) for public review and comment. The City will hold a public hearing on the draft General Plan 2035 on November 5, 2014. However, the General Plan 2020 is the current adopted general plan for the City of Coachella. The following General Plan 2020 policies are applicable to the proposed project:

#### *Environmental Hazards/Safety Element*

- **Goal:** A clean environment free of hazardous waste and municipal refuse.
  - **Objective:** the City shall ensure that land uses not negatively impact the natural environment of the City.
    - **Policy:** The City shall carefully review development projects located in the City to ensure that noxious fumes or hazardous materials are not directly or indirectly produced that would jeopardize the health of its citizens or the quality of its environment.

### 2.3.2 Impacts

#### Project 1 IWP Partners Tentative Parcel Map

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
AIR QUALITY – Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**a-e)** The proposed subdivision would not result in any physical changes in land use or entitle any development and therefore would not conflict with or obstruct the implementation of the SCAQMD AQMP. Approval of the proposed subdivision would not result in the implementation of any development projects that would violate air quality standards or contribute to a violation of a standard. Approval of the proposed subdivision would not directly involve or induce development and, therefore, would not introduce additional sensitive receptors, nor would any objectionable odors be created by the approval of a parcel map.

Future development proposals on the individual parcels being created by the map would be subject to at a minimum, Site Plan review by City staff and at that time CEQA analysis will be required including the assessment of air quality impacts associated with each future project.



**Project 2 Ocean Mist Farms Expansion Project**

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
AIR QUALITY – Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**a) Less Than Significant Impact With Mitigation Incorporated.**

***Criterion1: Increase the Frequency or Severity of Violations***

SCAQMD considers a project to be consistent with the AQMP if it would not 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. As shown in Item b below, the project would not violate any air quality standard or contribute substantially to an existing or projected air quality violation when best available control technology is implemented.

If a project's emissions exceed the SCAQMD regional thresholds for NO<sub>x</sub>, VOC, PM<sub>10</sub>, or PM<sub>2.5</sub>, it follows that the emissions could cumulatively contribute to an exceedance of a pollutant for which the Salton Sea Air Basin is in nonattainment (see Table 3 for status) at a monitoring station in the basin. An exceedance of a nonattainment pollutant at a monitoring station would not be consistent with the goals of the AQMP, to achieve attainment of pollutants. As discussed below, the project would not exceed the regional significance thresholds. Therefore, the project would be consistent with the AQMP. The project meets this criterion, and impacts would be less than significant.

***Criterion 2: Exceed Assumptions in AQMP***

Project 2 would be consistent with the applicable AQMP if it would not exceed the growth assumptions in the AQMP. The primary method of determining consistency with the AQMP growth assumptions is consistency with the General Plan land use designation for the project site. The City of Coachella General Plan designates the project site as “Light Industrial.” The proposed project would be consistent with the General Plan land use designation, and would not increase population or vehicle miles traveled above that anticipated buildout of the General Plan 2035. Therefore, the proposed project is consistent with the growth assumptions in the AQMP.

***Control Measures***

The proposed project would also comply with all applicable rules and regulations of the AQMP. Because of the nature of the project, which includes earth-moving activity, SCAQMD 403 applies. Rule 403 governs emissions of fugitive dust during construction and operation activities. The rule requires that fugitive dust be controlled with best available control measures so that the presence of such dust does not remain visible in the atmosphere beyond the property line of the emission source. In addition, SCAQMD Rule 403 requires implementation of dust suppression techniques to prevent fugitive dust from creating a nuisance off site. Compliance with this rule is achieved through application of standard Best Management Practices (BMPs), such as application of water or chemical stabilizers to disturbed soils, covering haul vehicles, restricting vehicle speeds on unpaved roads to 15 miles per hour, sweeping loose dirt from paved site access roadways, cessation of construction activity when winds exceed 25 mph, and establishing a permanent ground cover on finished sites. The proposed project’s compliance with SCAQMD Rule 403 would result in consistency with the applicable AQMP control measures. As such, emissions of fugitive dust during construction would be minimal. Accordingly, the proposed project would not conflict with or obstruct implementation of the applicable air quality plans, and the impact would be less than significant.

- b) Less Than Significant Impact With Mitigation Incorporated.** Two separate analyses were conducted to determine whether Project 2 could potentially violate an air quality standard or contribute substantially to an existing or projected air quality violation: (1) a localized construction analysis, and (2) a CO hot spot analysis.

A project’s localized CO emissions impacts would be significant if they exceed the following California standards for localized CO concentrations:

- 1-hour CO standard of 20.0 parts per million (ppm)
- 8-hour CO standard of 9.0 ppm.

SCAQMD has also developed regional and localized significance thresholds for other regulated pollutants, as summarized in Table 4, *Maximum Daily Emissions Regional Thresholds*. SCAQMD’s CEQA Air Quality Significance Thresholds indicate that any projects in the SSAB with daily emissions that exceed any of the indicated thresholds would have individually and cumulatively significant air quality impact.

**Table 4 Maximum Daily Emissions Regional Thresholds**

Pollutant	Construction	Operations
NO <sub>x</sub>	100 lbs/day	55 lbs/day
VOC	75 lbs/day	55 lbs/day
PM <sub>10</sub>	150 lbs/day	150 lbs/day
PM <sub>2.5</sub>	55 lbs/day	55 lbs/day
SO <sub>x</sub>	150 lbs/day	150 lbs/day
CO	550 lbs/day	550 lbs/day
Lead (pb)	3 lbs/day	3 lbs/day

**Localized Construction Analysis**

SCAQMD’s Localized Significance Thresholds (LSTs) represent the maximum emissions from a project that would not cause or contribute to an exceedance of the most stringent applicable State or federal ambient air quality standard. LSTs were developed in recognition of the fact that criteria pollutants such as CO, NO<sub>x</sub>, and PM<sub>10</sub>, and PM<sub>2.5</sub> in particular, can have local impacts at nearby sensitive receptors as well as regional impacts. LSTs were developed for each source receptor area and are applicable to NO<sub>x</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub>.

The onsite emissions during construction were compared with the LSTs and summarized in Table 5, *Estimated Daily Local Construction Emission Volumes*. Onsite emissions would come from fugitive dust during grading and off-road diesel emissions. As shown in Table 5, emissions during construction do not exceed the LSTs. Therefore, the project would not violate any air quality standard or contribute substantially to an existing or projected air quality violation during construction. This is because the analysis assumed that during construction, the applicant would employ best management practices (BMPs) for the control of emissions, particularly fugitive dust.

Project 2 compliance with SCAQMD Rule 403 includes Best Available Control Measures (BACM) as outlined in Mitigation Measure AQ-1. BACM’s applicable to Project 2 will be incorporated into a PM-10 Dust Control Plan as required by SCAQMD for all projects that will disturb one acre or more in the Salton Sea Air Basin. As such, emissions of fugitive dust during construction would be minimal.

**Table 5 Estimated Daily Local Construction Emission Volumes**

Activity	Onsite Emissions (pounds per day)			
	NO <sub>x</sub>	CO	PM <sub>10</sub>	PM <sub>2.5</sub>
Demolition – Paving	53.36	39.88	3.94	2.84
Demolition – Buildings	48.36	36.07	3.72	2.48
Site Work/Grading	40.42	26.67	4.93	3.46
Building 2015	30.03	18.74	0.21	1.99
Building 2016	28.51	18.51	1.97	1.85
Paving	22.39	14.82	1.26	1.16
Architectural Coatings	2.37	1.88	0.20	0.20
<b>Maximum Daily Emissions</b>	53.36	39.88	4.93	3.46
LSTs	187.60	1,740.40	19.60	6.50
Exceed Threshold?	No	No	No	No

Source: South Coast Air Quality Management District 2009, for SRA 60, 65 meters, 1-acre site. Source of emissions: FCS 2014.

Notes:

MF = Microfiltration

NO<sub>x</sub> = nitrogen oxides CO = carbon monoxide PM<sub>10</sub> and PM<sub>2.5</sub> = particulate matter

Phases (construction and operation) are assumed to not overlap; therefore, the maximum daily emissions are from the highest representative phase.

**Carbon Monoxide Hot Spot Analysis**

A CO hot spot is a localized concentration of CO that is above the state or federal 1-hour or 8-hour CO ambient air standards. Localized high levels of CO are associated with traffic congestion and idling or slow-moving vehicles. To provide a worst-case scenario, CO concentrations are estimated at project-impacted intersections, where the concentrations would be the greatest.

According to the established CO Protocol, intersections with Level of Service (LOS) E or F require detailed analysis. In addition, intersections that operate under LOS D conditions in areas that experience meteorological conditions favorable to CO accumulation require a detailed analysis. The SCAQMD recommends that a local CO hot spot analysis be conducted if the intersection meets one of the following criteria:

1. The intersection is at LOS D or worse and where the project increases the volume to capacity ratio by 2 percent, or
2. The project decreases LOS at an intersection from C to D.

The Traffic Impact Analysis (TIA) prepared for Project 2 analyzed the following scenarios:

- Existing Condition (2014)

- Existing plus Project Condition (2014)
- Completion Year without and with Project (2015): ambient growth
- Cumulative Completion Year without and with project (2015): ambient growth and cumulative development projects

Overall, the TIA looked at two intersections within the study area. One intersection, Enterprise Way at Avenue 52, is projected to operate at unacceptable LOS levels during peak hours at completion year with the project and in the completion year with cumulative growth plus project. Because LOS would degrade to unacceptable levels, further CO hot spot analysis was required. Using the CALINE4 model, potential CO hot spots were analyzed at this intersection. The results were that the estimated 1-hour and 8-hour average CO concentrations in combination with background concentrations were below the State and federal standards. Thus, implementation of Project 2 is not anticipated to contribute substantially to an existing or projected air quality violation of CO.

- c) **Less than Significant Impact.** This impact is related to regional criteria pollutant impacts and the project's contribution to these impacts. The non-attainment regional pollutants of concern in the Coachella Valley portion of the SSAB are ozone and PM<sub>10</sub>. Ozone is not emitted directly into the air but is a regional pollutant formed by a photochemical reaction in the atmosphere. Ozone precursors, VOC and NO<sub>x</sub>, react in the atmosphere in the presence of sunlight to form ozone. Therefore, SCAQMD does not have a recommended ozone threshold, but it does have thresholds of significance for VOC and NO<sub>x</sub>.

If an area is in nonattainment for a criteria pollutant, then the background concentration of that pollutant has historically exceeded the ambient air quality standard. It follows that if a project exceeds the regional threshold for that nonattainment pollutant, then it would result in a cumulatively considerable net increase of that pollutant and result in a significant cumulative impact.

As stated previously, the project area is in nonattainment for ozone and PM<sub>10</sub>. Therefore, if the project exceeds the regional thresholds for PM<sub>10</sub>, then it would contribute to a cumulatively considerable impact for those pollutants. If the project exceeds the regional threshold for NO<sub>x</sub> or VOC, then it follows that the project would contribute to a cumulatively considerable impact for ozone. If the project exceeds the NO<sub>x</sub> threshold, it could contribute cumulatively to nitrogen dioxide concentrations.

Regional emissions include those generated from all onsite and offsite activities. SCAQMD has established regional significance thresholds because emissions from projects in the area can potentially contribute to the existing emission burden and possibly affect the attainment and maintenance of ambient air quality standards. SCAQMD's significance thresholds for project construction and operation are provided within the respective analyses below.

#### *Construction Regional Emissions*

Table 6, *Estimated Daily Regional Construction Emissions*, summarizes construction-related emissions without mitigation. The information shown in Table 6 indicates that the SCAQMD regional emission thresholds would not be exceeded for any criteria pollutant. Therefore, the project would not result in a

considerable net increase in a criteria pollutant for which the region is nonattainment, and impacts would be less than significant.

**Table 6 Estimated Daily Regional Construction Emissions**

Activity	Emissions (pounds per day)					
	VOC	NO	C	SO	PM <sub>10</sub>	PM <sub>2.5</sub>
Demolition – Paving	5.58	56.92	44.15	0.06	4.40	3.02
Demolition – Buildings	4.89	52.45	40.69	0.05	4.21	2.68
Site Work/Grading	6.47	72.73	58.05	0.12	7.97	4.82
Building 2015	4.98	32.43	35.12	0.05	1.86	2.51
Building 2016	4.57	33.26	33.08	0.05	3.60	2.35
Paving	2.61	22.45	15.55	0.02	1.39	1.19
Architectural Coatings	48.39	2.49	3.35	0.01	0.45	0.26
<b>Maximum Daily Emissions</b>	48.39	72.73	58.05	0.12	7.97	4.82
Significance Threshold	75	100	550	150	150	55
Significant Impact?	No	No	No	No	No	No

Source of thresholds: South Coast Air Quality Management District 2009. Source of emissions: FCS 2014.

**Notes:**

Each of the above activities does not occur at the same time; therefore, the maximum daily emissions represent the maximum emissions that would occur in one day.

**Operational Regional Emissions**

Operational emissions occur over the lifetime of a project. In general, the various sources of operational emissions include area, energy, mobile, waste, and water sources. Project operation would result in an increase in employee trip generation and truck trip generation. Therefore, project operation result in an increase in criteria pollutants or ozone precursors. Project operational emissions were estimated using CalEEMod. The emissions quantification methodology and assumptions, as well as the detailed modeling output, are provided in Section 4. CalEEMod provides emissions estimates by winter and summer seasons. As shown in Table 7, *Operational Regional Pollutants (Winter Season)* and Table 8, *Operational Regional Pollutants (Summer Season)*, project emissions do not exceed the SCAQMD’s regional thresholds during the winter or summer seasons. Therefore, project operations would result in a less than significant regional air quality impact.



**Table 7 Operational Regional Pollutants (Winter Season)**

Source	Emissions (pounds per					
	VOC	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Area	8.68	0.00	0.00	0.00	0.00	0.00
Energy	0.02	0.18	0.15	0.00	0.01	0.01
Mobile – Trucks	2.86	50.60	33.73	0.12	5.01	2.15
Mobile - Employees	1.07	1.84	16.40	0.04	3.44	0.92
Total Project Operation	12.64	52.62	50.28	0.16	8.46	3.09
SCAQMD Significance Threshold	75	100	550	150	150	55
Significant Impact?	No	No	No	No	No	No

*Source of thresholds: South Coast Air Quality Management District 2011a. Source of emissions: Appendix A: CalEEMod Output.*

Notes:

VOC = volatile organic compounds; NO<sub>x</sub> = nitrogen oxides; CO = carbon monoxide SO<sub>x</sub> = sulfur oxides; PM<sub>10</sub> and PM<sub>2.5</sub> = particulate matter

**Cumulative Health Impacts**

The project area is in nonattainment for ozone and PM<sub>10</sub>, which means that the background levels of those pollutants are at times higher than the ambient air quality standards. The air quality standards were set to protect public health, including the health of sensitive individuals (such as the elderly and children). Therefore, when the concentration of those pollutants exceeds the standard, it is likely that some sensitive individuals in the population would experience adverse health effects. However, the health effects are a factor of the dose-response curve. Concentration of the pollutant in the air (dose), the length of time exposed, and the response of the individual are factors involved in the severity and

- d) Less Than Significant Impact With Mitigation Incorporated.** Those who are sensitive to air pollution include children, the elderly, and persons with preexisting respiratory or cardiovascular illness. SCAQMD considers a sensitive receptor to be a location where a sensitive individual could remain for 24 hours, such as residences, hospitals, or convalescent facilities. Commercial and industrial facilities are not included in the definition because employees do not typically remain onsite for 24 hours. However, when assessing the impact of pollutants with 1-hour or 8-hour standards (such as NO<sub>x</sub> and CO, commercial and/or industrial facilities would be considered sensitive receptors for those purposes. The closest sensitive receptors are the existing residences on the north side of Avenue 52, immediately north of the Ocean Mist Farms facility.

**Localized Significance Threshold Analysis**

The LST construction analysis uses thresholds that represent the maximum emissions for a project that would not cause or contribute to an exceedance of the most stringent applicable federal or state ambient

air quality standard. The thresholds are based on the ambient concentrations of that pollutant for each source receptor area and on the location of the sensitive receptors. If a project would result in emissions under the thresholds, it follows that the project would not cause or contribute to an exceedance of the standard. The standards are set to protect the health of sensitive individuals.

**Table 8 Operational Regional Pollutants (Summer Season)**

Source	Emissions (pounds per day)					
	VOC	N	C	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Area	8.68	0.00	0.00	0.00	0.00	0.00
Energy	0.02	0.18	0.15	0.00	0.01	0.01
Mobile – Trucks	2.73	47.07	30.51	0.12	5.09	2.15
Mobile - Employees	1.42	1.71	19.83	0.04	3.44	0.92
Total Project Operation	12.85	48.96	50.49	0.16	8.54	3.09
SCAQMD Significance Threshold	75	10 0	55 0	150	150	55
Significant Impact?	No	N	N	No	No	No

*Source of thresholds: South Coast Air Quality Management District 2011a. Source of emissions: Appendix A: CalEEMod Output.*

Notes:

VOC = volatile organic compounds; NO<sub>x</sub> = nitrogen oxides; CO = carbon monoxide; SO<sub>x</sub> = sulfur oxides; PM<sub>10</sub> and PM<sub>2.5</sub> = particulate matter

If the standards are not exceeded at the sensitive receptor locations, it follows that the receptors would not be exposed to substantial pollutant concentrations. If a significant health impact results from project emissions, it does not mean that 100 percent of the population would experience health effects.

The regional analysis of construction and operational emissions indicates that the project would not exceed the SCAQMD regional significance thresholds. Therefore, the project would not result in cumulatively considerable health impacts.

As identified in Impact b and c above, the localized construction analysis demonstrated that the project would not exceed the localized thresholds for CO, NO<sub>x</sub>, PM<sub>10</sub>, or PM<sub>2.5</sub>. Therefore, during construction, the project would not expose sensitive receptors to substantial concentrations of these pollutants when AQ-1 is implemented.

**Criteria Pollutant Analysis**

Emissions of NO<sub>x</sub> and VOC (ozone precursors) during construction from only the project would not expose sensitive receptors to substantial pollutant concentrations. (See the Impacts c above for an assessment

of the cumulative contribution of ozone precursors) A CO hot spot analysis is the appropriate tool to determine if project emissions of CO during operation would exceed ambient air quality standards. The main source of air pollutant emissions during operation are from offsite motor vehicles traveling on the roads surrounding the project. The CO hot spot analysis demonstrated that emissions of CO during operation would not result in an exceedance of the most stringent ambient air quality standards for CO. The standards are set to protect the health of sensitive individuals. If the standards are not exceeded, then the sensitive individuals would not be significantly impacted. As shown in Impact b above, the project would not generate or substantially contribute to a CO hotspot. Therefore, according to this criterion, air pollutant emissions during operation would result in a less than significant impact.

#### ***Toxic Air Pollutants - Onsite Workers***

A variety of state and national programs protect workers from safety hazards, including high air pollutant concentrations. Onsite workers are not required to be addressed through this health risk assessment process. A document published by the California Air Pollution Control Officers Association (CAPCOA 2009), Health Risk Assessments for Proposed Land Use Projects, indicates that onsite receptors are included in risk assessments if they are persons not employed by the project. Persons not employed by the project would not remain onsite for any significant period. Therefore, a health risk assessment for onsite workers is not required or recommended.

#### ***Toxic Air Pollutants - Construction***

The construction equipment would emit DPM, which is a carcinogen. However, the DPM emissions are short-term in nature. Determination of risk from DPM is considered over a 70-year exposure time. Guidance published by the CAPCOA (2009) Health Risk Assessments for Proposed Land Use Projects does not include guidance for health risks from construction projects addressed in CEQA; risks near construction projects are expected to be included later when the toxic emissions from construction activities are better understood. The distances between areas of project construction activity and the nearest relative sensitive receptors is approximately 100 feet. Therefore, considering the dispersion of the emissions and the short timeframe, exposure to DPM is anticipated to be less than significant.

#### ***Toxic Air Pollutants - Operation***

CARB's *Air Quality and Land Use Handbook* contains recommendations for distances between sensitive receptors and certain land uses. The emissions source of concern for Project 2 would be the increase in heavy duty truck activity. CARB recommends avoiding siting new sensitive land uses within 1,000 feet of a distribution center (that accommodates more than 100 trucks per day, more than 40 trucks with operating transport refrigeration units (TRUs) per day, or where TRU unit operations exceed 300 hours per week). As shown in the Transportation section of this Initial Study (based on the TIA prepared for Project 2), the project would result in an increase in truck activity. Specifically, the project would increase the number of trucks by 55 per day. Therefore, the project would increase the number of trucks by less than CRB's threshold for siting recommendations and would result in a less than significant impact.

### ***Asbestos-Containing Materials***

In the initial Asbestos National Emission Standards for Hazardous Air Pollutants rule promulgated in 1973, a distinction was made between building materials that would readily release asbestos fibers when damaged or disturbed (friable) and those materials that were unlikely to result in significant fiber release (non-friable). The USEPA has since determined that severely damaged, otherwise non-friable materials can release significant amounts of asbestos fibers. Asbestos has been banned from many building materials under the Toxic Substances Control Act, the Clean Air Act, and the Consumer Product Safety Act. However, most uses of asbestos for building material are not banned. Therefore, the potential source of asbestos exposure for the project is the demolition activity of the existing receiving building.

SCAQMD's Rule 1403 specifies work practice requirements to limit asbestos emissions from building demolition and renovation activities, includes the removal and associated disturbance of asbestos-containing materials (ACM). The requirements for demolition and renovation activities include asbestos surveying, notification, ACM removal procedures and time schedules, ACM handling and clean-up procedures, and storage, disposal, and land filling requirements for asbestos-containing waste materials (ACWM). The Rule further states that SCAQMD shall be notified of the intent to conduct any demolition or renovation activity. Compliance with SCAQMD, federal, and state regulations reduces the potential of asbestos-containing material exposure to a less than significant impact.

- e) **Less Than Significant Impact.** Odors can cause a variety of responses. The impact of an odor results from interacting factors such as frequency (how often), intensity (strength), duration (in time), offensiveness (unpleasantness), location, and sensory perception. Odor is typically a warning system that prevents animals and humans from consuming spoiled food or toxic materials. Odor-related symptoms reported in a number of studies include nervousness, headache, sleeplessness, fatigue, dizziness, nausea, loss of appetite, stomach ache, sinus congestion, eye irritation, nose irritation, runny nose, sore throat, cough, and asthma exacerbation

SCAQMD's role is to protect the public's health from air pollution by overseeing and enforcing regulations. The SCAQMD's resolution activity for odor compliance is mandated under California Health & Safety Code Section 41700, and falls under SCAQMD Rule 402. This rule on Public Nuisance Regulation states:

*"A person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property. The provisions of this rule shall not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals."*

SCAQMD was contacted to determine the number of odor complaints, if any, against the existing facility in the period between October 2009 and October 2014. No records of odor complaints against the facility were found.

Land uses typically considered associated with odors include wastewater treatment facilities, waste-disposal facilities, or agricultural operations. Project 2 does not contain land uses typically associated with emitting objectionable odors. Project 2 would result in an expansion of an existing agricultural produce packing facility. Produce received by the facility would be fresh, and the facility currently experiences minimal levels of product loss. Therefore, the facility does not produce a substantial level of putrescible (decaying) material. In addition, product-handling equipment, such as the receiving and sorting room, refrigerated storage, and value add room, are enclosed and would not result in releases of odorants.

The existing facility has two onsite dumpsters that are emptied twice a week. The onsite dumpsters are located on the north side of the project site, and would be moved approximately 30 yards closer to the northern project boundary. As previously stated, the facility produces minimal amounts of putrescible materials. The majority of waste produced by the facility is cardboard, and does not present an adverse odor risk. Therefore, the project would not result in significant operational odor impacts.

### 2.3.3 Mitigation

**AQ-1** As required by SCAQMD for all development projects in the Salton Sea Air Basin that would disturb one-acre or greater, the following Best Available Control Measures will be incorporated into a PM-10 Dust Control Plan prepared for Project 2 prior to commencement of site grading or other construction activity where soil disturbance or other fugitive dust may be generated.

Best Available Control Measure	Associated Measure in CalEEMod
<i>Clearing and Grubbing</i>	
02-1 Maintain stability of soil through pre-watering of site prior to clearing and grubbing. 02-2 Stabilize soil during clearing and grubbing activities. 02-3 Stabilize soil immediately after clearing and grubbing activities.	Water exposed surfaces three times per day Soil stabilizers for unpaved roads
<i>Earth Moving Activities</i>	
08-1 Pre-apply water to depth of proposed cuts 08-2 Re-apply water as necessary to maintain soils in a damp condition and to ensure that visible emissions do not exceed 100 feet in any direction 08-3 Stabilize soils once earth-moving activities are complete.	Pre-water to 12%
<i>Import/Export of Bulk Materials</i>	
09-1 Stabilize material while loading to reduce fugitive dust emissions. 09-2 Maintain at least six inches of freeboard on haul vehicles. 09-3 Stabilize material while transporting to reduce fugitive dust emissions.	Water exposed surfaces three times per day

09-4 Stabilize material while unloading to reduce fugitive dust emissions. 09-5 Comply with Vehicle Code Section 23114.	
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Best Available Control Measure	Associated Measure in CalEEMod
<i>Landscaping</i>	
10-1 Stabilize soils, materials, slopes Guidance: Apply water to materials to stabilize; maintain materials in a crusted condition; maintain effective cover over materials; stabilize sloping surfaces using soil until vegetation or ground cover can effectively stabilize the slopes; hydroseed prior to rain season.	Replace ground cover in disturbed areas when unused for more than 10 days
<i>Staging Areas</i>	
13-1 Stabilize staging areas during use by limiting vehicle speeds to 15 miles per hour.	Reduce speed on unpaved roads to 15 miles per hour
<i>Traffic Areas for Construction Activities</i>	
15-1 Stabilize all off-road traffic and parking areas. 15-2 Stabilize all haul routes. 15-3 Direct construction traffic over established haul routes. Guidance: Apply gravel/paving to all haul routes as soon as possible to all future roadway areas; barriers can be used to ensure vehicles are only used on established parking areas/haul routes.	Water exposed surfaces three times per day

Sources: SCAQMD Rule 403 and CalEEMod Output (See Appendix A of the Air Quality/Greenhouse Assessment).

**AQ-2** Prior to commencement of demolition, the applicant shall conduct a survey of the structures to be demolished to determine if asbestos containing materials (ACM) are present. SCAQMD Rule 1403 requires that the applicant, or his/her representative notify SCAQMD of the intent to demolish and/or renovate any buildings on site by describing the ACM removal procedures and time schedules, ACM handling and clean-up procedures, and storage, disposal, and land filling requirements for asbestos-containing waste materials (ACWM).

**2.3.4 Level of Significance**

Compliance with an approved PM-10 Dust Control Plan that sets forth the required Best Available Control Measures to be utilized during all phases of grading/construction of Project 2 would ensure that impacts associated with emissions of criteria pollutants would be less than significant.

Compliance with SCAQMD, federal, and State regulations reduces the potential of asbestos- containing material exposure to a less than significant impact.

## 2.4 Biological Resources

### 2.4.1 Sources

- *Coachella Valley Multiple Species Habitat Conservation Plan*. Coachella Valley Association of Governments, [http://www.cvmshcp.org/Plan\\_Documents\\_old.htm](http://www.cvmshcp.org/Plan_Documents_old.htm), accessed October 2014.
- *City of Coachella General Plan 2035 Draft EIR*, July 2014. Prepared by Raimi & Associates. Prepared. Pending approval as of October 2014.

### 2.4.2 Environmental Setting

The project sites are located in an area that has been used in the past for agricultural production. The 63.5-acre Project 1 site was previously used for agricultural but not recently. It has been graded and curb/gutter is in place along the three streets that bound the site (Industrial Way, Enterprise Way, and Polk Street. The site of Project 2 is already developed with the Ocean Mist Farms storage and processing facility except for the proposed expansion of Project 2 onto Parcel 6 of Project 1.

The City of Coachella is part of the Coachella Valley Multiple Species Conservation Plan (CVMSHCP). The CVMSHCP is a comprehensive regional plan that balances growth projected in the Coachella Valley with the requirements of federal and State endangered species laws. The CVMSHCP area includes approximately 1.2 million acres in the Coachella Valley and the surrounding mountains and calls for the creation of an MSHCP Reserve System consisting of 21 existing Conservation Areas and new additional conservation areas to provide habitat to protect 27 sensitive plant and animal species. The City of Coachella, and therefore the project sites, is not located within a Conservation Area. The nearest Conservation Areas to the project sites are the Santa Rosa and San Jacinto Mountains Conservation Areas located south of the City.

There are approximately 31 wildlife species identified with the potential to occur within the City of Coachella. Where there is vacant land on either site, the area has been disturbed by agriculture and/or grading and has become partially re-vegetated with a variety of ruderal (weed) species. The Project 1 site, in particular likely provides habitat for common urban desert wildlife and avian species including a variety of insects as well as mice, rabbits, roadrunners and coyotes. It also may provide foraging habitat for a variety of avian species that may be listed including burrowing owl (*Athene cunicularia*), a State of California Species of Concern by the California Department of Fish and Wildlife (CDFW).

### 2.4.3 Impacts

#### Project 1 – IWP Partners Tentative Parcel Map

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
BIOLOGICAL RESOURCES – Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>



identified as a candidate, sensitive or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- a) **No Impact.** The 63.5-acre site of Project 1 is a vacant disturbed site characterized by ruderal (weed) vegetation that likely supports common wildlife species. Parcel 6 of Project 1 will also be used to expand Project 2 by developing a parking lot, water quality basins and landscaped areas on approximately 4 acres. The remaining 8 acres will not be developed under this expansion proposal and are not a part of Project 2. This is addressed further below under Project 2.
- b) **No Impact.** The Whitewater River Storm Channel runs along the eastern border of the Project 1 site, east of Polk Street. The channel contains some riparian habitat along its reach. However, because there are no development projects associated with the tentative parcel map, the channel will not be affected.
- c) **No Impact.** The tentative parcel map does not include any proposed dredging or filling in the channel or other disturbance that would interrupt the hydrology of the channel.
- d) **No Impact.** The subdivision of the 63.5-acre site would not cause a change in wildlife movement or the use of the site for nesting because no development projects are proposed as part of the project.
- e) **No Impact.** There are no unique vegetation types or trees on either of the project sites. Therefore there would be no impact.





f) **Less than Significant Impact.** The City of Coachella is one of the participants of the CVMHSCP and intends to implement the Plan as necessary. Applicants of development projects are required to pay the CVMHSCP fees at the time of building permit. Because the tentative parcel map does not include any proposed development, no fees are required at this time. Therefore, there would be no conflict with the CVMHSCP.

**Project 2 – Ocean Mist Farms Expansion Project**

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

- a) **Less than Significant with Mitigation Incorporated.** The project area is located in the southeastern portion of the Coachella Valley. Project 2 is the expansion of an existing facility at the northeast corner of Industrial Way and Enterprise Way. Because the northern portion of the site is developed there is a low potential of direct or indirect habitat modifications. However, Parcel 6 of Project 1 will also be used to expand Project 2 by developing a parking lot, water quality basins and landscaped areas on approximately 4 acres. This site was previously used for agricultural purposes up until the mid-1980s. The remaining 8 acres will not be developed under this expansion proposal and are not a part of Project 2. This area, located at the southeast corner of Industrial Way and Enterprise Way, is a vacant disturbed site characterized by ruderal (weed) vegetation that likely supports common wildlife species such as coyotes, ravens, cottontails, etc. Because of the condition of this site, special-status plant species are not likely to occur. However, because, over time, the site has become partially re-vegetated with a variety of ruderal (weed) species, it may provide foraging habitat for a variety of avian species that may be listed including burrowing owl (*Athene cunicularia*), a State of California Species of Concern.

Because it is understood that burrowing owls may inhabit disturbed sites, and that they are known in the area, the applicant must have pre-construction surveys for burrowing owls done prior to any ground disturbance of any future projects. CDFW has established protocols for conducting surveys in its *Staff Report on Burrowing Owl Mitigation* (March 2012). Mitigation measure BIO-1 must be implemented prior to ground disturbance in Project 2 at the site of the proposed parking lot at the southeast corner of Industrial Way and Enterprise Way.

- b) **Less than Significant Impact.** The Whitewater River Storm Channel runs along the eastern border of the Project 1 site, east of Polk Street. The channel contains some riparian habitat along its reach. However, under Regional Water Quality Control Board Waste Discharge Requirements for the region, all development projects must retain stormwater and irrigation water on-site so the potential for future development projects including Project 2 to adversely affect the channel are less than significant.
- c) **No Impact.** As mentioned in Item b above the Whitewater River Storm Channel runs along the eastern border of the project site; the Whitewater River, its tributary washes, channels located east of the Coachella Canal make up the existing waterways and wetlands in the City. The proposed expansion of Ocean Mist Farms facility would include dredging or filling in the channel or otherwise interrupt the hydrology of the channel.
- e) **Less than Significant Impact.** The existing Ocean Mist Farms facility is currently enclosed so that no wildlife movement occurs across this site. However, the proposed development of the parking lot and water quality basins associated with Project 2 includes building a perimeter wall around the parking lot. For the near future, development on this site would cause wildlife movement to be redirected to other vacant land in the area. Ultimately, as the area is developed with urban uses, wildlife will still be able to move through the Whitewater River Storm Channel. Therefore, this impact is less than significant.
- e) **Less Than Significant Impact with Mitigation Incorporated.** Local policies established by the City of Coachella protecting biological resources include: 1) the requirement that project sites and development plans be reviewed by a qualified wildlife biologist and horticulturist to identify any impacts to habitat areas of rare, threatened and endangered wildlife and plant resources and that appropriate mitigation measures, including the salvage and reuse of native vegetation in project landscaping, if recommended; 2)

the promotion of wildlife refuges and preserves, including the Coachella Valley Fringe-toed Lizard Habitat Conservation Preserve, for the protection of habitat areas of threatened and endangered wildlife species; and, 3) the requirement that appropriate mitigation measures to protect rare, threatened and endangered wildlife and plant resources including designation as Open Space. Because the existing project site is totally disturbed by the existing facility, these policies do not apply to the proposed improvements. With regard to the approximately 4 acres to be used as a parking lot at the southeast corner of Industrial Way and Enterprise Way, this area has been disturbed by agricultural uses and exhibits vegetation known to include disturbed sites that may be occupied by more common urban wildlife species such as coyotes, cottontail rabbits, roadrunners, etc. A qualified biologist will be on-site to survey for burrowing owl prior to disturbance of this site, and at that time will also review existing conditions at the site. See Mitigation Measure BIO-1.

- f) **Less than Significant Impact.** The City of Coachella is one of the participants of the CVMHSCP and intends to implement the Plan as necessary. The Project 2 applicant must pay the CVMHSCP fees at the time of the issue of a building permit as required for all development projects in the Coachella Valley. Therefore, there would be no conflict with the CVMHSCP.

#### 2.4.4 Mitigation

The following mitigation measure applies to Project 2 only as it includes the development of approximately 4 acres at the southeast corner of Industrial Way and Enterprise Way on vacant land that may provide habitat for burrowing owls.

- BIO-1** Prior to any land disturbance, the applicant shall have a focused biological survey conducted at the project site to determine presence/absence of burrowing owl (*Athene cunicularia*). If the site survey determines the presence of burrowing owl, mitigation in accordance with the California Department of Fish and Wildlife (CDFW) shall be implemented as follows: If burrowing owls are identified as being resident on-site outside the breeding season (February 1 through August 31) they may be relocated to other sites by a permitted biologist (permitted by CDFW), as allowed in the department's *Staff Report on Burrowing Owl Mitigation* (March 2012). If an active burrow is found during the breeding season, the burrow shall be treated as a nest site and temporary fencing shall be installed at a distance of 550 yards from the active burrow to prevent disturbance during grading or construction. This is the maximum buffer distance recommended in the *Staff Report on Burrowing Owl Mitigation*. Installation and removal of the fencing shall be done with a biological monitor present.

#### 2.4.5 Level of Significance

Implementation of BIO-1 for Project 2 (southeast corner of Industrial Way and Enterprise Way) will ensure that potential impacts to burrowing owl will be less than significant.

### 2.5 Cultural Resources

#### 2.5.1 Sources

- *City of Coachella General Plan 2035 Draft EIR, July 2014.* Prepared by Raimi & Associates. Pending approval as of October 2014.

Technical reports were not prepared for the proposed projects. Future development proposals may trigger the need to prepare cultural and paleontological resource reports for individual parcels in Project 1.

### 2.5.2 Environmental Setting

The Coachella Valley in general has rich cultural and historic resources. The project site does not appear to have any historic structures, but further analysis would be necessary to determine the presence of any cultural and paleontological resources.

### 2.5.3 Impacts

#### Project 1 IWP Partners Tentative Tract Map

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
CULTURAL RESOURCES – Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a) **No Impact.** According to the City’s General Plan EIR, land within the City contains cultural resources including historic resources. However, the proposed subdivision would not result in a physical change to the environment that would disturb any resources as it is only for the purposes of subdividing the site into 6 parcels. Future development on each of the parcels would require further environmental analysis at the time a project is proposed.
- b) **No Impact.** The proposed subdivision would not result in a physical change to the environment that would disturb any resources as it is only for the purposes of subdividing the site into 6 parcels. Future development on each of the parcels would require further environmental analysis at the time a project is proposed.
- c) **No Impact.** The proposed project would not result in a physical change to the environment that would result in the destruction of paleontological resources or unique geologic feature. Because the proposed project would not result in any development or alter any land uses, there would be no direct impacts to paleontological resources.

d) **No Impact.** The proposed project would not result in a physical change to the environment that would result in the disturbance of any human remains, including those interred outside of formal cemeteries.

**Project 2 Ocean Mist Farms Expansion Project**

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
CULTURAL RESOURCES – Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a/b) **Less Than Significant Impact with Mitigation Incorporated.** The City of Coachella as with the rest of the Coachella Valley was historically and prehistorically occupied by Native Americans. Therefore, the area is considered sensitive for historic and archaeological resources.

The proposed project is the expansion of an existing agricultural storage and processing facility on a currently developed site. Therefore it is unlikely that any historic or archaeological resources will be uncovered during construction or operation at the existing site. However, the project includes the development of approximately 4 acres at the southeast corner of Industrial Way and Enterprise Way. This site was previously used for agricultural purposes up until the mid-1980s and has been naturally revegetated with a number of common plant species. Part of the improvements to the existing site and parking lot site includes the development of a series of water quality basins to capture and detain stormwater and landscape water on site. Excavation of utility trenches and these basins may uncover previously unknown resources. Therefore, Mitigation Measure CR-1 must be implemented during site grading and construction.

c) **Less Than Significant Impact with Mitigation Incorporated.** The Coachella Valley has been inundated over several millennia by both the Gulf of California extending through the valley, as well as the ancient Lake Cahuilla, a freshwater lake. Development of project sites, including the Ocean Mist Farms Expansion project could uncover previously unknown paleontological resources. Therefore, Mitigation Measure CR-2 must be implemented during site grading and construction.

- d) **Less Than Significant Impact with Mitigation Incorporated.** The City of Coachella as with the rest of the Coachella Valley was historically and prehistorically occupied by Native Americans. Therefore, the area is considered sensitive for archaeological resources that may include burial sites or cremation sites that are unknown at this time. Therefore, Mitigation Measure CR-3 must be implemented during site grading and construction.

#### 2.5.4 Mitigation

The following mitigation measures apply to Project 2 only. At such time as development projects are proposed after the tract map is recorded (Project 1), cultural resources assessments may be required on a project by project basis.

- CR-1** A qualified archaeological monitor, as well as a Native American monitor shall be present during at least the initial phases of site grading, and shall also inspect any trenches and proposed water quality basins, to ensure that if any buried cultural resources are discovered during construction activities, all work shall be halted in the vicinity of the find. The archaeologist shall determine whether the find is an isolated example or part of a more complex resource. Upon determining the significance of the resource, the consulting archaeologist, in coordination with the City, shall determine the appropriate actions to be taken. The appropriate measures may include as little as recording the resource with the California Archaeological Inventory database or as much as excavation, recording, and preservation of the sites that have outstanding cultural or historic significance.
- CR-2** A qualified paleontological monitor shall be present during at least the initial phases of renewed site grading, and shall also inspect all trenches and proposed water quality basins, to ensure that if any paleontological resources are discovered during construction activities, all work shall be halted in the vicinity of the find. The paleontologist shall determine whether the find is an isolated example or part of a more complex resource. Upon determining the significance of the resource, the consulting paleontologist, in coordination with the City, shall determine the appropriate actions to be taken. The appropriate measures may include as little as recording the resource with the San Bernardino County Museum or as much as excavation, recording, and preservation of the sites that have outstanding paleontological significance.
- CR-3** Should human remains be uncovered, the Riverside County Coroner's Office shall be immediately contacted and all work halted until final disposition by the Coroner. State Health Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made necessary findings as to the origin and disposition pursuant to Public Resources Code Section 5097.98. Shall the remains be determined to be of Native American descent, the Native American Heritage Commission shall be consulted to determine the appropriate disposition of said remains.

#### 2.5.5 Level of Significance

No impacts are associated with the tentative tract map (Project 1). Implementation of mitigation measures CR-1 through CR-3 would ensure that impacts associated with the development of Project 2 would be less than significant.

## 2.6 Geology/Soils

### 2.6.1 Sources

- *Geotechnical Engineering Report, Ocean Mist Farms Expansion Project, Coachella, Riverside.* Terracon Consultant, Inc. Prepared August 5, 2014.
- *City of Coachella General Plan 2035 Draft EIR, July 2014.* Prepared by Raimi & Associates. Pending approval as of October 2014.

### 2.6.2 Environmental Setting

The project area is situated within the northern portion of the Colorado Desert Geomorphic Province of Southern California. The Colorado Desert, which is dominated by the Salton Sea, is characterized as low lying (about 245 feet below sea level in some areas) desert basin. Primary geologic constituents include alluvial fan, Colorado River Deltaic, and lacustrine deposits. Ancient beach lines and silt deposit of the extinct Lake Cahuilla are evident throughout this geomorphic province. The region is classified as a tectonic transition zone, from the extensional tectonics of the East Pacific Rise to the Transform tectonics of the San Andreas Fault system. The province is bounded by the San Andreas and the San Jacinto fault systems. The site of the proposed project is relatively level with no pronounced topographic variation.

The site is located in Southern California, which is a seismically active area. The type and magnitude of seismic hazards affecting the site are dependent on the distance of causative faults, the intensity, and the magnitude of the seismic event. The San Andreas Fault (SAF) – Southern 2 segments Amod2, which is located approximately 3.5 kilometers from the site, is considered to have the most significant effect at the site from a design standpoint. The Maximum Credible Earthquake Magnitude which can be expected from this fault is 7.7 and could produce a peak ground acceleration of approximately 0.849g. The project site itself is not located within an Alquist-Priolo Earthquake Fault Zone, or within a fault zone identified by the County of Riverside GIS.

Subsurface soils conditions throughout the project site can be generalized as sand with variable amounts of silt and clay with inter-bedded layers of sandy silt. Borings taken at various on-site locations indicate that groundwater was observed at approximate depths of 18 feet to 23 feet below the ground surface. However, based on a monitoring well located approximately 1 mile south of the project site, historical groundwater is anticipated to occur at approximate depths of 22 feet to 38 feet below the ground surface.



### 2.6.3 Impacts

#### Project 1 IWP Partners Tentative Tract Map

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

a) **No Impact.** Like the Coachella Valley in general, the project area is seismically active and capable of experiencing strong ground shaking and other geotechnical forces. However, because no development project or land use changes are associated with the proposed project, approval of the tentative parcel map would not expose people or structures to substantial adverse effect, including the risk of loss, injury or death involving rupture of a known earthquake fault.





- b) **No Impact.** There are no development projects or land use changes associated with the proposed subdivision; therefore, no grading is associated with the proposed project.
- c) **No Impact.** Subsidence in the Coachella Valley is usually related to groundwater overdraft. Soils composed of recent deposits in an arid or semi-arid environment may be subject to settlement when saturated. The weight of a structure combined with the infiltration of water from irrigation or a rising water table can initiate settlement and cause cracking of foundations, walls and floors. The proposed project does not involve any development projects or other land use change that would expose people or structures to potential subsidence or collapsible areas; therefore, the proposed project would have no impact on unstable soils. Any future development occurring in the project area would require an action by the City of Coachella and appropriate environmental documentation to address any potential impacts associated with soil instability.
- d) **No Impact.** The proposed project does not involve any development projects or other land use changes that would expose people or structures to expansive soils; therefore, the proposed project would have no impact on unstable soils. Any future development occurring in the project area would require City of Coachella action and appropriate environmental documentation to address any potential impacts associated with soil instability.
- e) **No Impact.** The proposed project does not involve any development project or other land use changes and would not involve the use of septic tanks or alternative wastewater disposal systems.

**Project 2 Ocean Mist Farms Expansion Project**

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
GEOLOGY AND SOILS – Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**a), i) Less than Significant Impact.** The project site itself is not located within an Alquist-Priolo Earthquake Fault Zone, or within a fault zone identified by the County of Riverside GIS website. In addition, no known evidence of a fault onsite was detected during field investigations conducted as part of the above referenced geotechnical engineering study. As a consequence, the potential for on-site fault rupture to occur due to a seismic event which might expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death is considered to be less than significant.

**a), ii) Less than Significant with Mitigation Incorporated.** The project site itself is not located within an Alquist-Priolo Earthquake Fault Zone, or within a fault zone identified by the County of Riverside GIS. However, with the active faults in the region, the project site could be subjected to strong ground shaking that may result from earthquakes on local to distant sources during the lifespan of the project. As stated previously, the San Andreas Fault (SAF) – Southern 2 segments Amod2, which is located approximately 3.5 kilometers from the site, is considered to have the most significant effect at the site from a design standpoint. The Maximum Credible Earthquake Magnitude which can be expected from this fault is 7.7 and could produce a peak ground acceleration of approximately 0.849g. As a consequence, strong ground shaking at the project site due to a causative seismic event could expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death. However, compliance with the mitigation measure identified below should reduce these potential effects to a less than significant level.

**a), iii) Less than Significant with Mitigation Incorporated.** Liquefaction is a mode of ground failure that results from the generation of high pore water pressures during earthquake ground shaking, causing loss of shear strength. Liquefaction is typically a hazard where loose sandy soils exist below groundwater. The County of Riverside has designated certain areas within the County as potential liquefaction hazard zones. These are areas considered at a risk of liquefaction-related ground failure during a seismic event,

based upon mapped surficial deposits and the presence of a relatively shallow water table. The project site is located within a high potential liquefaction hazard zone as designated by the County of Riverside GIS website. Materials encountered at the project site generally consisted mainly of granular sandy soils with inter-bedded layers of sandy silts. Groundwater was encountered in the test borings at approximate depths of 18 to 23 feet below the ground surface. This indicates that the subject site is susceptible to liquefaction. Based on calculations undertaken in the above referenced geotechnical engineering study, total seismically-induced settlement of dry sands and saturated sands are expected to be approximately 3½ to 4 inches. Seismically-induced differential settlement is anticipated to range between 1¼ and 2½ inches. As a consequence, a causative seismic event could expose people or structures to potential substantial adverse effects related to liquefaction, including the risk of loss, injury, or death. However, compliance with the mitigation measure identified below should reduce these potential effects to a less than significant level.

- a), iv) **No Impact.** The project site is relatively flat and there are no slopes near the site. As a consequence, landslide hazards are considered to be negligible.
- b) **Less Than Significant With Mitigation Incorporated.** The Ocean Mist Farms project site is for the most part, developed, except for the new area at the southeast corner of Industrial Way and Enterprise Way which is vacant land. This 12-acre area is relatively flat with soils that are classified as Gillman fine sandy loam (GcA) with slopes of 0 to 2 percent. The soil is moderately well drained and when disturbed (clearing and grubbing) can be easily eroded by wind or rain. When implemented, mitigation measures identified in the Air Quality Section of the Initial Study for the control of fugitive dust during site preparation/grading, and in the Hydrology/Water Quality Section for the control of soil erosion during rain events through the implementation of a Stormwater Pollution Prevention Plan (SWPPP), will ensure that soil erosion would be kept to a minimum and would result in a less than significant impact.
- c/d) **Less than Significant Impact.** The above referenced geotechnical engineering study indicates materials at shallow depth exhibit a negligible to slight collapse potential when saturated. In addition on-site soils are expected to have low expansion potential. The project site is located within an active subsidence zone as identified on the County of Riverside GIS website. However, site reconnaissance to determine the current condition of the existing buildings on the project site did not reveal signs of distress that may have resulted from subsidence. Given this, available information about the subsurface conditions, and existing topography, the impact of subsidence resulting from groundwater removal is considered to be low.
- e) **No Impact.** The proposed project does not involve any development that would involve the use of septic tanks or alternative wastewater disposal systems. As a consequence, no impacts regarding the capability of site soils to accommodate septic systems or any alternative wastewater disposal systems are expected.

#### 2.6.4 Mitigation Measures

In addition to mitigation measures AQ-1 for the control of fugitive dust, and HYD-1 for the implementation of a SWPPP during site preparation and construction, the following mitigation measures will apply to Project 2.

**GEO-1:** Development of the project as proposed shall comply with the recommendations for design and construction identified in the following documents: 1) “Geotechnical Engineering Report, Ocean Mist Farms Expansion Project, Coachella, Riverside County, California” August 5, 2014, Terracon Consultants, Inc. 2) Alternative Settlement Mitigation Measures, Ocean Mist Farms Expansion Project, 52300 Enterprise Way, Coachella, Riverside County, California” August 27, 2014, Terracon Consultants, Inc., and 3) “Pavement Design Recommendations – Addendum #2, Ocean Mist Farms Expansion Project, 52300 Enterprise Way, Coachella, Riverside County, California” September 15, 2014, Terracon Consultants, Inc.

**2.6.5 Level of Significance**

With the implementation of mitigation measures there would be a less than significant impact to geology and soils.

**2.7 Greenhouse Gas Emissions**

**2.7.1 Sources**

- *City of Coachella General Plan 2035 Draft EIR*, July 2014. Prepared by Raimi & Associates. Pending approval as of October 2014.
- *Air Quality and Greenhouse Gas Analysis Report, Ocean Mist Storage and Process Remodel and Addition Project, Riverside County, California*, November 3, 2014, First Carbon Solutions.

**2.7.2 Environmental Setting**

Gases that trap heat in the atmosphere are referred to as greenhouse gases. The effect is analogous to the way a greenhouse retains heat. The six most important greenhouse gases are carbon dioxide, methane, nitrous oxide (N<sub>2</sub>O), sulfur hexafluoride, hydrofluorocarbons (HFCs), and perfluorocarbons (PFCs), followed by water vapor, ozone, and aerosols. Individual greenhouse gas compounds have varying global warming potential and atmospheric lifetimes. Community-wide greenhouse gas emissions increased from 312,628 metric tons in 2005 to 355,956 metric tons in 2010. The City’s intent is to establish long-term goals and policies for managing and protecting its natural resources and open spaces with adoption of the General Plan Update 2035 and maintain, implement, and update the Climate Action Plan.

**2.7.3 Impacts**

**Project 1 IWP Partners Tentative Tract Map**

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
GREENHOUSE GAS EMISSIONS – Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

**a/b)** The proposed project does not include any development related applications; therefore, it will not generate greenhouse gas emissions and will not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases. Future development related projects on the project site may need to be reviewed for impacts on greenhouse gas emissions.

**Project 2 Ocean Mist Farms Expansion Project**

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
GREENHOUSE GAS EMISSIONS – Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**a) Less than significant.** The SCAQMD is in the process of preparing recommended significance thresholds for greenhouse gases for local lead agency consideration (SCAQMD draft local agency threshold); however, the SCAQMD Board has not approved the thresholds as of the date of this analysis. The current draft thresholds consist of the following tiered approach:

- Tier 1 consists of evaluating whether or not the project qualifies for any applicable exemption under CEQA.
- Tier 2 consists of determining whether the project is consistent with a greenhouse gas reduction plan. If a project is consistent with a qualifying local greenhouse gas reduction plan, it does not have significant greenhouse gas emissions.
- Tier 3 consists of screening values, which the lead agency can choose, but must be consistent with all projects within its jurisdiction. A project’s construction emissions are averaged over 30 years and are added to a project’s operational emissions. If a project’s emissions are under one of the following screening thresholds, then the project is less than significant:
  - All land use types: 3,000 MTCO<sub>2</sub>e per year
  - Based on land use type: residential: 3,500 MTCO<sub>2</sub>e per year; commercial: 1,400 MTCO<sub>2</sub>e per year; industrial: 10,000 MTCO<sub>2</sub>e ; or mixed use: 3,000 MTCO<sub>2</sub>e per year
- Tier 4 has the following options:
  - Option 1: Reduce emissions from business as usual by a certain percentage; this percentage is currently undefined
  - Option 2: Early implementation of applicable AB 32 Scoping Plan measures

- Option 3, 2020 target for service populations (SP), which includes residents and employees: 4.8 MTCO<sub>2</sub>e/SP/year for projects and 6.6 MTCO<sub>2</sub>e/SP/year for plans;
- Option 3, 2035 target: 3.0 MTCO<sub>2</sub>e/SP/year for projects and 4.1 MTCO<sub>2</sub>e/SP/year for plans
- Tier 5 involves mitigation offsets to achieve target significance threshold.

To determine whether the project is significant, this project uses the SCAQMD draft local agency tiered threshold. The threshold is as follows:

- Tier 1: The project is not exempt under CEQA; go to Tier 2.
- Tier 2: There is no greenhouse gas reduction plan applicable to the project; go to Tier 3.
- Tier 3: project greenhouse gas emissions compared with the threshold: 100,000 MTCO<sub>2</sub>e per year for industrial land uses.

Section 15064.4(b) of the CEQA Guideline amendments for greenhouse gas emissions state that a lead agency may take into account the following three considerations in assessing the significance of impacts from greenhouse gas emissions.

- Consideration #1: The extent to which the project may increase or reduce greenhouse gas emissions as compared to the existing environmental setting.
- Consideration #2: Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project.
- Consideration #3: The extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of greenhouse gas emissions. Such regulations or requirements must be adopted by the relevant public agency through a public review process and must include specific requirements that reduce or mitigate the project's incremental contribution of greenhouse gas emissions. If there is substantial evidence that the possible effects of a particular project are still cumulatively considerable notwithstanding compliance with the adopted regulations or requirements, an EIR must be prepared for the project.

### ***Project Greenhouse Gas Inventory***

This analysis is restricted to greenhouse gases identified by AB 32, which include carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. The project would generate a variety of greenhouse gases during construction and operation, including several defined by AB 32 such as carbon dioxide, methane, and nitrous oxide.

Certain greenhouse gases defined by AB 32 would not be emitted by the project. Perfluorocarbons and sulfur hexafluoride are typically used in industrial applications, none of which would be used by the project. Therefore, it is not anticipated that the project would emit perfluorocarbons or sulfur hexafluoride.

### ***Construction***

The project would emit greenhouse gases from upstream emission sources and direct sources (combustion of fuels from worker vehicles and construction equipment). The emissions modeling represents a conservative analysis, and is used to assess the project's potential greenhouse gas impacts. Project construction equipment and worker vehicles are estimated to generate a total of approximately



668 MTCO<sub>2</sub>e. The emissions are from all phases of construction. This estimate is lower than the projected SCAQMD threshold of 10,000 MTCO<sub>2</sub>e; therefore impacts due to construction would be less than significant.

*Operations*

Operational or long-term emissions occur over the life of the project. The operational emissions for the project are shown in Table 9, *Operational Greenhouse Gas Emissions*. Based on these estimates, the project would create emissions lower than the projected SCAQMD threshold and would result in a less than significant impact.

**Table 9 Operational Greenhouse Gas Emissions**

Emissions Sources	Emissions (MTCO <sub>2</sub> e)
Area	0.01
Energy	272.21
Waste	11.73
Water	44.60
Mobile-Trucks	2,043.69
Mobile-Employees	581.25
Amortized Construction	22.27
Total Project Emissions	2,975.75
SCAQMD Threshold	10,000
Significant?	No

Source of thresholds: SCAQMD 2011

Notes:

MTCO<sub>2</sub>e=metric tons of carbon dioxide equivalent

Source of emissions: CalEEMod Output

- b) Less than significant.** The City of Coachella has a draft Climate Action Plan that outlines the City’s commitment in reducing greenhouse gas emissions. The Climate Action Plan’s emission reduction goal of 15 percent below 2010 levels by 2020 is consistent with AB 32 reduction goals and the ARB’s Scoping Plan. Therefore, project consistency with the draft Climate Action Plan is utilized for this analysis. Consistency with the City’s draft Climate Action Plan would also demonstrate consistency with the State’s adopted Climate Change Scoping Plan. The project’s 2010 and 2020 emissions were modeled using CalEEMod 2013.2.2. The following table summarizes the results of the model.

As shown in Table 10, *2010 and 2020 Project Operational Greenhouse Gas Emissions*, the project would result in a reduction of 16.42 percent from 2010 to the year 2020 with regulations incorporated. This is above the 15 percent reduction required to exceed the amount needed to demonstrate consistency with the City of Coachella’s Climate Action Plan and is consistent with AB 32 targets.

**Table 10 2010 and 2020 Project Operational Greenhouse Gas Emissions**

Emissions Sources	Emissions (MTCO <sub>2</sub> e)	
	2010 (without Regulations)	2020 (with Regulations)
Area	0.01	0.01
Energy	272.21	197.33
Waste	11.73	11.73
Water	44.60	34.34
Mobile-Trucks (shipping)	2,103.77	1,872.07
Mobile-Employees	676.09	478.72
Amortized Construction	22.27	22.27
Total Project Emissions	3,130.68	2,616.56
Reduction	16.42%	
Significance Threshold	15%	
Are Emissions Significant?	No	

Source of emissions: CalEEMod Output

Notes:

MTCO<sub>2</sub>e=metric tons of carbon dioxide equivalent

#### 2.7.4 Mitigation

No mitigation measures are required.

#### 2.7.5 Level of Significance

The project would have a less than significant impact on greenhouse gas emissions.

### 2.8 Hazards and Hazardous Materials

#### 2.8.1 Sources

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

- *Phase I Environmental Site Assessment, Ocean Mist Farms Expansion, 52300 Enterprise Way, Coachella, Riverside County, CA*, prepared by Terracon Consultants, Inc, October 20, 2014 (Appendix C.1).
- *State of California Hazardous Waste and Substances Site List*, [www.envirostor.dtsc.ca.gov](http://www.envirostor.dtsc.ca.gov). Accessed October 2014.
- *Riverside County Airport Land Use Compatibility Plan Policy Document, Jacqueline Cochran Regional Airport chapter*, Amended September 2006.
- CAL Fire Resources Wildland Hazard & Building Codes Riverside County (West) FHSZ Map [http://frap.fire.ca.gov/webdata/maps/riverside\\_west/fhszl\\_map.60.jpg](http://frap.fire.ca.gov/webdata/maps/riverside_west/fhszl_map.60.jpg). Accessed October 2014
- *City of Coachella General Plan Update Draft EIR 2035*, July 2014. Prepared by Raimi & Associates. Pending approval as of October 2014.

## 2.8.2 Environmental Setting

### **Project 1 IWP Partners Tentative Tract Map**

Project 1 consists of a 63.5-acre site that was previously used for agricultural until the mid-1980s. Based on historical information, evidence of manufacturing or storage of pesticide and herbicides was not identified for the 12 acres located at the southeast corner of Industrial Way and Enterprise Way, the site of the proposed new parking lot for Project 2.

### **Project 2 Ocean Mist Farms Expansion Project**

Project 2 consists of two parcels; the northern parcel is improved with an approximately 89,500 square feet industrial building and 10,800 square foot storage shed. The northern portion of the northern parcel site is vacant with gravelly land and the southern parcel is vacant land covered with shrubs and native and non-native vegetation. Historical uses for the northern parcel consist of undeveloped and agricultural land from as early as 1953 through 1986, when the site was developed with the existing agricultural storage and processing uses. Additions to the site occurred in 1993, 1994, and 2013.

The southern parcel consists of 12 acres that are currently part of Project 1. Of the 12 acres, 4 acres will be utilized as a parking lot. This site has been utilized for cropland in the past.

As part of the Phase I Environmental Site Assessment (ESA) conducted for the project on October 6, 2014, selected federal and State environmental regulatory databases, as well as responses from state and local regulatory agencies were reviewed and the site address was identified in the California Hazardous Materials Incident Release Sites (CHMIRS) database in the regulatory database report. Based on the chemical nature of the material released and the involvement of regulatory agency, the CHMIRS listing does not constitute Recognized Environmental Conditions (REC).

The following is a summary of existing site conditions.

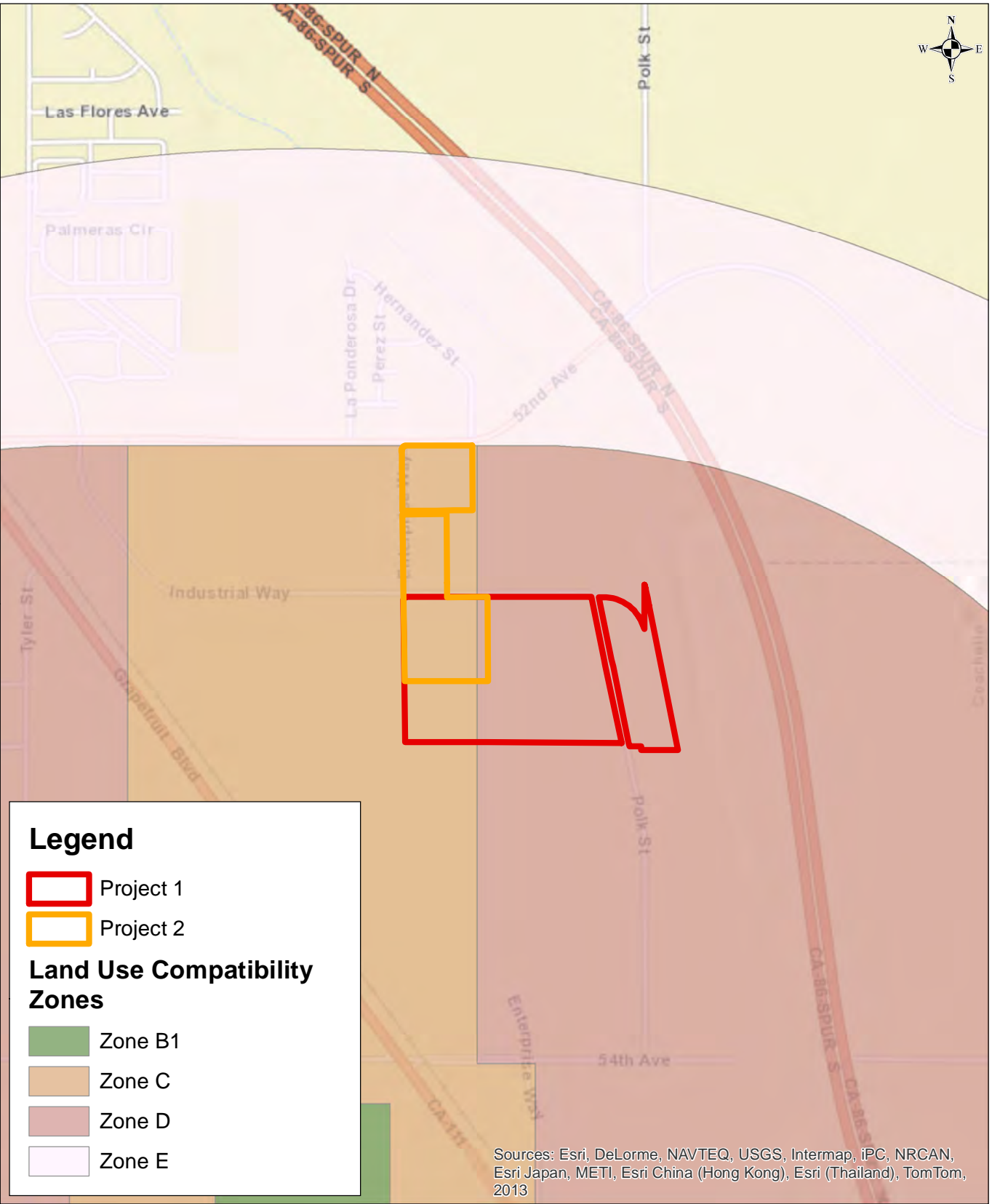
- Three air compressors,
- Mobile hydrovac unit,
- Engine rooms,
- Ice crusher equipment,
- Five above ground storage tanks ranging in size from 80 to 5,000-gallons containing used hydraulic oil, waste water generated from produce washing and propane gas,
- 32 drums and containers ranging in size from 5-to 55-gallons containing paper machine oil, chevron Capella cooling oil, di-phosphoric acid, molybdate, ZEP detergent, hypochlorite, and gasoline
- Material safety data sheet
- Two open concrete-pits containing water
- Two interceptors
- One oil/water separator
- Interior floor drains
- Pad-mounted transformers
- Thirteen solid waste disposal dumpsters ranging in size from 0.25 to 5-yards,
- One solid waste disposal compactor
- Evidence of five soil borings

Indications or RECs were not identified with the current site operations.

Avenue 52 adjoins the site to the north followed by vacant land, La Hernandez Street, and single-family residences. Vacant land and the Desert Valley Date facility (86-740 Industrial Way) abut the site to the east followed by additional vacant land. Industrial Way and vacant land abut the site to the south and a date orchard, vacant land, and the Anthony Vineyards facility (52301 Enterprise Way) abut the site to the west. Indication of RECs were not observed with the adjoining properties.

The sites of both projects are located near the Jacqueline Cochran Regional Airport and according to the Riverside County Airport Land Use Compatibility Plan, are in Zone Area C (see Exhibit 9). Zone C prohibits the manufacture or storage of hazardous materials unless fuel or hazardous substances are stored in underground tanks. The sites are not in the vicinity of any private airstrips.

The regulatory framework regarding hazardous materials at the federal level includes: the Resource Conservation and Recovery Act and the Comprehensive Environmental Response, Compensation and Liability Act. At the State level there is the California Health and Safety Code, California Environmental Protection Agency Unified Program, Department of Toxic Substances Control (DTSC), Governor's Office of Emergency Services (DES), Office of the State Fire Marshal (OSFM), and the State Water Resources Control Board (SWRCB).



1 inch = 1,200 feet



### 2.8.3 Impacts

#### Project 1 IWP Partners Tentative Tract Map

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

**a/b/c)** The proposed project does not include any development projects or proposed changes in land use designations that would cause a physical change in the environment. There are no hazards or hazardous materials directly related to the proposed subdivision. The specific uses and locations of possible hazardous materials within the project area are not presently known.



There are no operating schools within one quarter mile of the planned site. The closest school Valle de Sol Elementary is approximately half a mile from the project site.

- d) There are no development projects associated with the proposed project. The proposed project does not create a significant hazard to the public or the environment because there is no specific site proposed for development.
- e) Because the proposed project does not involve development projects or other land use changes, implementation would not impact airports. The project site is not within 2 miles of an airport.
- f) The project area is not located in the vicinity of a private airstrip. There are no private airstrips located within the City of Coachella.
- g) The proposed project does not involve development projects or other land use changes; therefore, there would be no conflict with existing emergency response plans within the project area. Future development projects within the project area may have the potential to result in an impact; therefore, potential emergency response plan impacts associated with any future development would be addressed by the appropriate land use authority at the time that development is proposed.
- h) The proposed project does not include the construction of structures; therefore, there is no significant risk of loss, injury or death involving wildland fires.

**Project 2 Ocean Mist Farms Expansion Project**

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<b>HAZARDS AND HAZARDOUS MATERIALS – Would the project:</b>				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonable foreseeable upset and accident condition involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result,	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

would it create a significant hazard to the public or the environment?				
e) For a project located within an airport land use plan or, where such a plan has not been adopted within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas of where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a/b) Less than Significant Impact.** The existing facility involves the processing and packaging of produce; the expansion consists of additional square footage for an ice storage facility, sorting facility and administration building, with additional area on the southeast corner of Industrial Way and Enterprise Way for truck and employee parking. Routine transport will include produce and the required equipment for transportation. In addition, some chemicals used in the maintenance of the facility's equipment and refrigeration units are transported, stored and used on site in quantities allowed under existing permits from the Certified Unified Program Agency (CUPA). For the County of Riverside, the CUPA is the Hazardous Materials Division of the Department of Environmental Health (DEH). For the City of Coachella, the CUPA is the City's Fire Department. The facility operates under permits as well as a hazardous materials management plan (HMMP) that has been kept and updated periodically as required under the States Hazardous Materials Management Regulatory Program. The HMMP includes information such as names and phone numbers of contact people, location where hazardous materials are stored and used, a map of the facility with emergency stations and exits well marked. In addition, the HMMP must include pre-emergency planning and procedures for emergency response, notification and coordination with the Fire Department. A copy of the HMMP must be kept on site, with a second copy on file with the City Fire Department. As part of the permitting process for the expansion process, the applicant is required to update the HMMP, for review and approval by the Fire Department.
- c) No Impact.** There are no operating schools within one quarter mile of an existing school. The closest school, Valle de Sol Elementary is approximately half a mile from the project site.
- d) No Impact.** The project site is not located on a site which is included on a list of hazardous materials sites pursuant to Government Code Section 65962.5. However, the site address was identified in the California Hazardous Materials Incident Release Sites (CHMIRS) database in the regulatory database report. Based on a review of the listing, a release of anhydrous ammonia was reported at the site on September 10, 2006. The cause of the incident was reported as a release due to a gasket that blew on a flange. According to the listing, the administrative agency responding to the release was the Riverside

County DEH, and the release was reportedly contained. Due to the nature of the material released and the involvement of the regulatory agency, the CHMIRS listing does not constitute a Recognized Environmental Conditions (REC).

- e) **No Impact.** The project site is located less than two miles of the Jacqueline Cochran Regional Airport and according to the Riverside County Airport Land Use Compatibility Plan, is in Zone Area C. Sites within Zone C are prohibited from storing hazardous materials unless fuel or hazardous substances are stored in underground tanks. The Ocean Mist Farms facility stores fuels and other hazardous substances such as oil in underground storage tanks as required. In addition, the facility operates under an approved Hazardous Materials Management Plan that will be updated to reflect the expansion of the facility. This updated HMMP must be submitted to the City of Coachella Fire Department, the State certified CUPA for review and approval. Therefore, with the approval of the updated HMMP, this impact would be less than significant.
- f) **No Impact.** The City has developed a disaster preparedness, response, and recovery plan that allows the community to be responsive to any type and size of natural hazard with minimal assistance from outside agencies and neighboring cities; furthermore, the applicant will be responsible for obtaining permits from the City's Fire Department for the storage, dispensing or use of any hazardous materials, flammable or combustible liquids in accordance with the California Fire Code. The Ocean Mist Farms facility stores fuels and other hazardous substances such as oil in underground storage tanks as required. In addition, the facility operates under an approved Hazardous Materials Management Plan that will be updated to reflect the expansion of the facility. This updated HMMP must be submitted to the City of Coachella Fire Department, the State certified CUPA for review and approval. Therefore, with the approval of the updated HMMP, this impact would be less than significant.
- g) **Less than Significant Impact.** The City does not have an adopted emergency response plan or emergency evacuation plan. However, as part of the General Plan Update, the general plan includes a policy framework that provides for the creation and maintenance of plans and procedures that would establish and/or maintain response plans and evacuation procedures to deal with emergency response needs and prevent any conflicts with existing plans. Therefore, with the update to Ocean Mist Farms HMMP, the project would be in compliance with the intent of the Draft general plan and this impact would be less than significant.
- h) **No Impact.** The project site is in a Non-Very High Hazard Severity Zone (VHFHSZ); not near any wildlands and is not susceptible to wildland fires; therefore, the project would not expose people or structures to significant injury, loss or death due to wildfires.

#### 2.8.4 Mitigation

No potentially significant impacts have been identified, therefore no mitigation measures are required.

#### 2.8.5 Level of Significance

No mitigation measures were identified for Hazards and Hazardous Materials.

## 2.9 Hydrology and Water Quality

### 2.9.1 Sources

- General Information about the project area was gathered from FEMA’s Flood Insurance Rate Map Panel 06065C2270G and the City of Coachella General Plan.
- For Project 2, information is from the Site Plan, Landscape Plan and *Preliminary Water Quality Management Plan*, prepared by Walker Engineering and Design , Inc., October , 2014.

### 2.9.2 Environmental Setting

The project area is within FIRM Panel 06065C2270G, area of 0.2% annual chance or flood; areas of 1% annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1% annual chance flood.

Project 2 consists of approximately 17.3 acres of which approximately 13.6 are currently developed with the Ocean Mist Farms storage and processing facility. The remaining 3.7 acres, located at the southeast corner of Industrial Way and Enterprise Way is vacant land. The existing drainage pattern at the Ocean Mist Farms site conveys stormwater from the north side of the site to a storm pipe in Avenue 52. The west side of the site drains toward Enterprise Way. The southerly portion of the site drains into Industrial Way. The east side of the site drains easterly then southerly into Industrial Way.

### 2.9.3 Impacts

#### Project 1 IWP Partners Tentative Tract Map

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
HYDROLOGY AND WATER QUALITY – Would the project:				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>



d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantially additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a) **No Impact.** The proposed tentative tract map does not involve any development projects or land use changes. The generation of water-polluting substance closely related to specific land uses and development projects; therefore, water quality would not change due to implementation of the proposed project. One of the proposed parcels, 12 acres located at the southeast corner of Industrial Way and Enterprise Way is part of the Ocean Mist Farms Expansion project and is addressed below.
- b) **No Impact.** The proposed project does not involve any development project or land use changes; therefore, no impacts to groundwater would occur as a result of implementation of the proposed project.
- c) **No Impact.** The proposed project does not involve any development projects or land use changes; therefore, no alteration of existing drainage patterns in the project area would result from approval of the tract map.
- d) **No Impact.** There are no development project does not involve any development projects or land use changes; therefore, the proposed project would not impact the existing drainage pattern, alter the course of a stream or river, or substantially increase the surface runoff in a manner that would result in flooding.
- e) **No Impact.** The proposed project does not involve development project or other land use changes; therefore, existing hydrologic conditions would not be altered.



- f) **No Impact.** The proposed project does not involve development projects or other land use changes; therefore, existing water quality would not be affected.
- g) **No Impact.** The General Plan Update 2035, although not presently adopted, provides policy direction to prohibit the conversion of this area into a residential development. Furthermore, the proposed tentative tract map does not include the construction of any new structures.
- h) **No Impact.** See response “g” above.
- i) **No Impact.** The proposed project does not involve the construction of structures; therefore, the proposed project would not expose people or structures to significant risk of loss, injury, or death involving flooding.
- j) **No Impact.** The project site is located too far inland to be inundated by tsunamis that may occur in the Pacific Ocean. In addition, the site is located 12 miles north of the Salton Sea and 164 miles north of the Gulf of California, Mexico. Additionally, the project site is not near any bodies of water and is not near any substantial slopes; therefore the project site would not be inundated by a seiche or mudflow.

**Project 2 Ocean Mist Farms Expansion Project**

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<b>HYDROLOGY AND WATER QUALITY – Would the project:</b>				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantially additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) **Less Than Significant Impact.** The proposed expansion of the Ocean Mist Farms storage and processing facility involves the expansion of the existing facility at the developed site as well as the development of approximately 4 acres located at the southeast corner of Industrial Way and Enterprise Way. The 4 acres is part of a larger 12-acre site being purchased from IWP Partners (Project 1), once the tentative parcel map is recorded. The remaining approximately 8 acres of this parcel are not a part of the project. The Project Engineer has prepared a Preliminary Water Quality Management Plan (WQMP) to address the expansion of the project. In addition, a Stormwater Pollution Prevention Plan (SWPPP) must also be prepared to address construction activities.

**Construction Activities**

Violations of water quality standards or waste discharge requirements, or degradation of water quality can result in potentially significant impacts to water quality and result in environmental damage. Pollutants transported in stormwater runoff most likely to occur during onsite construction would be in the form of sediment loss created from erosion due to soil disturbance, and from stormwater mixing with construction materials. However, because the Colorado River Basin Regional Water Quality Control Board (CRWQCB) has adopted strict regulations for the control and release of stormwater into the Whitewater Storm Channel, the applicant must prepare a Construction SWPPP that must be implemented throughout the

project construction period. The SWPPP must describe best management practices (BMPs) for the control and treatment of runoff from the project site for the following:

- Soil Stabilization (erosion control);
- Sediment Control;
- Tracking Control;
- Wind Erosion Control;
- Construction Site Management;
- Non-Stormwater control; and
- Waste Management and Materials Pollution Control.

A copy of the SWPPP prepared by a Qualified SWPPP Developer (QSD) and implemented by a Qualified SWPPP Practitioner (QSP) must be maintained and updated at the project site and available for review during the entirety of the construction period.

#### ***Operational Activities***

The WQMP includes BMPs such as the development of three infiltration basins: one at the northwest corner of the site and two within the new parking lot at the southeast corner of Industrial Way and Enterprise Way. The majority of the existing site will drain toward the northwest. For the new parking lot, that site will be graded to convey stormwater to the two new basins, one on the west side of the parking lot along Enterprise Way, and the second along the northerly side of the parking lot. These basins will be landscaped (vegetative swales). The new site has been designed so that the project's post-development flow runoff rate and volume do not exceed existing conditions. The basins have been sized to contain a 100-year storm onsite, and therefore, will not discharge into the adjacent right-of-ways or the existing vacant land east and south of the parking lot.

The applicant will be required to update its existing WQMP for the facility to include the expansion area and new uses. This document will be reviewed by the City of Coachella Public Works Department as part of the Drainage Plan review.

Because the applicant is preparing a SWPPP and a WQMP per State and regional requirements, no additional mitigation measures are required.

- b) Less Than Significant Impact.** The proposed project is the expansion of an existing facility that is provided with water service by the City of Coachella Water Department. Under existing conditions, produce processing and related activities use approximately 679,000 gallons per month. By comparison, this equates to approximately 56 single family homes (based on the USEPA's estimate of 400 gallons per day per household). Under proposed conditions, the monthly water usage would increase by 125,000 gallons. By comparison, this would equate to an additional 10 single family homes. The City of Coachella, in its General Plan 2035 has stated that by the year 2035, the City's population would increase from 40,000 to 135,000 or an additional 95,000 people. Using an average household size of 4, the number of new residential units would increase by approximately 23,000 dwelling units. Therefore, the increase in water usage associated with the expansion of the Ocean Mist Farms site would be less than significant, and no adverse impacts to groundwater are anticipated.

- c-f) Less Than Significant Impact.** Drainage patterns on the existing site will remain relatively unchanged from existing conditions. The site will continue to drain to Avenue 53, Enterprise Way and Industrial Way as it does now. Drainage improvements to meet the State’s water quality requirements will be made to add BMPs in the form of infiltration basins. Therefore, the project would not substantially alter the existing drainage patterns that result in adverse impacts downstream in the Whitewater Storm Channel.
- g) No Impact.** There are no residential units associated with this project.
- h) No Impact.** The project site is not located in a Flood Zone therefore, the proposed project would not place structures in a 100-year flood hazard area.
- i) No Impact.** Stormwater runoff from the site will continue to be directed into storm drains, and/or new infiltration basins that will be designed to contain a 100-year flood. In addition, there are no levees or dams located upstream of the project site that could fail and flood the area.
- j) No Impact.** The project site is located too far inland to be inundated by a tsunami that may occur in the Pacific Ocean. In addition, the site is located 12 miles north of the Salton Sea and 164 miles north of the Gulf of California, Mexico. Additionally, the project site is not near any bodies of water and is not near any substantial slopes; therefore the project site would not be inundated by a seiche or mudflow.

#### 2.9.4 Mitigation

Requirements for the preparation and implementation of the SWPPP and WQMP will ensure that impacts associated with alteration of existing drainage patterns, and the control of stormwater would be less than significant.

#### 2.9.5 Level of Significance

Less than significant, therefore no mitigation measures are required.

### 2.10 Land Use and Planning

#### 2.10.1 Sources

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

- 2013 City of Coachella Zoning Map
- General Plan Map 2013
- General Plan Update 2035, General Plan Land Use Designations.

#### 2.10.2 Environmental Setting

The project site is located in an area that is surrounded by industrial uses and vacant land. General Plan and Zoning designations for the site are as follows:

#### Project 1 IWP Partners Tentative Tract Map

**General Plan:** IL, *Light Industrial* (General Plan Map)  
Industrial District (General Plan Update 2035, General Plan Land Use Designations)





**Zoning:** M-H, *Heavy Industrial*

**Project 2 Ocean Mist Farms Expansion Project**

**General Plan:** IL, *Light Industrial* (General Plan Map)  
 Industrial District (General Plan Update 2035, General Plan Land Use Designations)  
**Zoning:** M-S, *Service Manufacturing* (Existing site)  
 M-H, *Heavy Industrial* (12-acre parcel)

Project 2 is the proposed remodel and expansion of the Ocean Mist Farms storage and process facility, including expanding onto the proposed 12-acre parcel at the southeast corner of Industrial Way and Enterprise Way (parcel 6 in Project 1).

The applicant for Project 2 is requesting Change of Zone approval from M-H, *Heavy Industrial* to M-S, *Manufacturing Service* for the 2.5 acre parcel on the southeast corner of Industrial Way and Enterprise Way to be consistent with the current General Plan. The proposed project includes expansion of the existing Ocean Mist Farms industrial packing and distribution plant on the existing site and additional truck and employee parking on the 12-acre parcel located on the southeast corner of Industrial Way and Enterprise Way.

The current facility is located at 52300 Enterprise Way. The project expansion and remodel consists of the addition of a 1,122 square foot ice storage facility, and 18,000 square foot covered sorting facility, and a 2,600 square foot administration building. In addition, the project will build a truck parking lot (30 spaces) and employee parking lot (100 spaces) on the parcel located on the southeast corner of Industrial way and Enterprise Way.

**2.10.3 Impacts**

**Project 1 IWP Partners Tentative Tract Map**

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
LAND USE AND PLANNING – Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>



**a/b) No Impact.** The proposed project would not physically divide an established community. The project site is currently vacant and surrounded by vacant and industrial uses.

The proposed project is for a subdivision of six parcels in an industrial zone. Development on the east individual parcel will be reviewed at a later date and will be expected to comply with the newly adopted General Plan and zoning designation. Project 1 is a tentative parcel map to subdivide 63.5 acres into six (6) parcels for industrial uses. The project area is surrounded by vacant land to the south and east and industrial uses to the north; the eastern edge of the parcel is adjacent to the Whitewater Channel. Additionally the General Plan Update 2035, further designates it as Subarea 7, South Employment District, with a vision to transform over time into an employment district that contains a diversity of job-producing uses.

Furthermore, the project site is identified in the Riverside County Airport Land Use Compatibility Plan Policy Document as being in *Compatibility Zone C*, which will require Airport Land Use Commission review if any structures exceed 70 feet in height. The Municipal Code Zoning Ordinance, Chapter 17.30 *Manufacturing Service Zone*, restricts maximum building height to fifty (50) feet.

**c) No Impact.** The project is not located within any conservation areas of the Coachella Valley Multiple Species Habitat Conservation Plan and the proposed subdivision would not conflict with this plan.

**Project 2 Ocean Mist Farms Expansion Project**

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
LAND USE AND PLANNING – Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**a) No Impact.** The proposed project would not physically divide an established community. The project site is currently utilized on the northern parcel for industrial related uses and vacant on the southern parcel. Furthermore, it is surrounded by industrial uses and vacant land.

**b) No Impact.** The proposed project will require a Change of Zone from M-H, Heavy Industrial to M-S, Manufacturing-Service on the parcel located on the southeast corner of Industrial Way and Enterprise

Way, to be consistent with the General Plan designation of IL, Light Industrial; therefore, impact would be less than significant.

Furthermore, the project site is identified in the Riverside County Airport Land Use Compatibility Plan Policy Document as being in *Compatibility Zone C*, which will require Airport Land Use Commission review if any structures exceed 70 feet in height. The Municipal Code Zoning Ordinance, Chapter 17.30 *Manufacturing Service Zone*, restricts maximum building height to fifty (50) feet.

- c) **No Impact.** The project is not located within any conservation areas of the CVMSHCP and would not conflict with this plan. The project applicant would be required to pay the applicable fees.

#### **2.10.4 Mitigation**

No mitigation measures are required.

#### **2.10.5 Level of Significance**

The project would have no impact on land use and planning.

### **2.11 Mineral Resources**

#### **2.11.1 Sources**

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

- City of Coachella General Plan 2035 Draft EIR, July 2014. Prepared by Raimi & Associates. Pending approval as of October 2014.
- National Resource Conservation Service (NRCS), *Custom Soil Resource Report for Riverside County, Coachella Valley Area, California, IWP Partners TTM*, October 2014.

#### **2.11.2 Environmental Setting**

The project is located in the MRZ-1 zone, as shown in the City's General Plan, which includes areas where adequate information indicates that no significant aggregate deposits are present or where it is judged that little likelihood exists for their presence.

### 2.11.3 Impacts

**Project 1** IWP Partners Tentative Tract Map  
**Project 2** Ocean Mist Farms Expansion Project

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

**a-b) No Impact.** The project area is located in a Mineral Resource Zone (MRZ-1). According to the California Geological Survey, an MRZ-1 zone is an area where available geologic information indicates that there is little likelihood for the presence of significant mineral resources. According to the NRCS, Custom Soil Survey, the site soils are predominantly Gilman fine sandy loam, with some loamy sand and silty clay, and lacking in the types of aggregate material (boulders, rocks, cobble etc.) used in construction. Therefore, there would be no loss of the availability of locally important mineral resources.

### 2.11.4 Mitigation

No mitigation measures are required.

### 2.11.5 Level of Significance

The project would not impact mineral resources.

## 2.12 Noise

### 2.12.1 Sources

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

- *City of Coachella Noise Control Ordinance*, Chapter 7.04 of the City of Coachella Municipal Code, <http://library.municode.com/index.aspx?clientId=16080>, accessed October 2014.
- Riverside County Airport Land Use Compatibility Plan, available at [http://www.rcaluc.org/plan\\_new.asp](http://www.rcaluc.org/plan_new.asp), accessed October 2014.
- *City of Coachella General Plan 2035*. Prepared by Raimi & Associates. Pending approval as of October 2014.

### 2.12.2 Environmental Setting

The project area is largely vacant or utilized for industrial uses. North of Avenue 52 is a residential neighborhood that is considered to be a sensitive receptor for noise. The City of Coachella implements and enforces noise control through Chapter 7.04 of the Municipal code, Noise Control, which set both daytime and nighttime sound level limits. The closest noise sensitive non-residential noise receptor to the project site is Valle del Sol Elementary, approximately ½ mile from the site. The main noise sources in the area are associated with traffic along Enterprise Way, Industrial Way, State Road 86 and Avenue 52 as well as noise associated with the processing activities of the project.

### 2.12.3 Impacts

#### Project 1 IWP Partners Tentative Tract Map

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
NOISE – Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) **No Impact.** Because the proposed project does not involve development projects or other land use changes, approval of the tentative parcel map would not result in exposure of persons to increased noise levels.





- b) **No Impact.** The proposed project does not involve development projects or other land use changes, approval of the project area would not result in exposure of persons to excessive groundborne vibration or noise levels.
- c) **No Impact.** Approval of the tentative parcel map would not result in an increase in ambient noise levels in the project vicinity above levels existing without the project.
- d) **No Impact.** Approval of the tentative parcel map does not include development or change in land use designations that would cause a substantial temporary or periodic increase in ambient noise levels in the project vicinity.
- e/f) **No Impact.** Although the project area is within the vicinity of the Jacqueline Cochran Regional Airport, it is outside the existing and expected future noise area for this facility. Additionally, there are no private airstrips in or near the project area.

**Project 2 Ocean Mist Farms Expansion Project**

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
NOISE – Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- a) **Less Than Significant Impact.** The proposed project would be required to comply with the Noise Control Ordinance of the City, which gives sound level limits for fixed noise sources (Chapter 7.04.030 of the City’s Municipal Code) Table 11, *Noise Decibel Limits*, lists these levels.

**Table 11 Noise Decibel Limits**

Zone	Time	Applicable Ten-Minute Average Decibel Limit (A-weighted)
All residential zones	6:00 a.m. to 10:00 p.m.	55
	10:00 p.m. to 6:00 a.m.	45
All commercial zones	6:00 a.m. to 10:00 p.m.	65
	10:00 p.m. to 6:00 a.m.	55

Additionally, “Noise sources associated with property maintenance activity and all portable blowers, lawnmowers, edgers or similar devices shall be prohibited except during the following hours:

October 1st through April 30th  
 Monday—Sunday: 9:00 a.m. to 5:30 p.m.  
 Holidays: Not allowed.

May 1st through September 30th  
 Monday—Friday: 8:00 a.m. to 5:30 p.m.  
 Saturday and Sunday: 9:00 a.m. to 5:30 p.m.  
 Holidays: Not allowed.

The noise ordinance also states that the installation of new air conditioning and refrigeration equipment must be certified to be within the provisions of the ordinance for night and day operation noise levels as shown in the table above.

In addition to the Noise Control Ordinance, the City’s General Plan has several policies regarding projects of this nature. They are listed as follows:

Policy 1.2: Require projects involving new development or modifications to existing development to implement mitigation measures, where necessary, to reduce noise levels to at least the normally compatible range shown in the City’s Land Use/Noise Compatibility Matrix. Mitigation measures should focus on architectural features, building design and construction, rather than site design features such as excessive setbacks, berms and sound walls, to maintain compatibility with adjacent and surrounding uses.

Policy 1.5: Comply with all applicable policies contained in the Riverside County General Plan Noise Element relating to airport noise, including those policies requiring compliance with the airport land use noise compatibility criteria contained in the airport land use compatibility plan for Jacqueline Cochran Regional Airport; and those policies prohibiting new residential land uses, except construction of single-family dwellings on legal residential lots of record, within the 60 dB CNEL contour of this airport.

Policy 2.4: Require industrial uses engage in responsible operational practices that minimize noise impacts on adjacent residences and other noise-sensitive receptors require mitigation as needed for development of industrial uses near noise-sensitive receptors.

The project's adherence to the City's Noise Control Ordinance would result in implementation of these policies. The project would have a less than significant impact.

- b) **Less Than Significant Impact.** During construction, nearby residents may experience some groundborne vibration due to the use of various types of construction equipment. However, construction hours are limited to daytime hours and construction would last only a few months. Therefore, impacts would be less than significant.
- c) **Less Than Significant Impact.** The project could potentially increase permanent ambient noise levels in the area. During operation, Ocean Mist Farms operates four eight-hour shifts operating between the hours of 6 am and 11 pm. These hours of operation are expected to continue under proposed conditions. However, these hours are for on-site employees working in the coolers and not truck drivers delivering produce to the site or transporting produce off site. Truck deliveries would take place during the hours shown in the noise ordinance listed in Table 10, above. Ocean Mist Farms must continue to comply with the City's Noise Ordinance to maintain decibel levels at or below those listed in Table 5. The project would have a less than significant impact.
- d) **Less Than Significant Impact.** The project would increase noise levels temporarily during construction. The project would be required to adhere to Chapter 7.04.070 regarding construction noise levels which states: "No person shall perform, nor shall any person be employed, nor shall any person cause any other person to be employed to work for which a building permit is required by the city in any work of construction, erection, demolition, alteration, repair, addition to or improvement of any building, structure, road or improvement to realty except between the hours as set forth as follows:

October 1st through April 30th

Monday—Friday: 6:00 a.m. to 5:30 p.m.

Saturday: 8:00 a.m. to 5:00 p.m.

Sunday: 8:00 a.m. to 5:00 p.m.

Holidays: 8:00 a.m. to 5:00 p.m.

May 1st through September 30th

Monday—Friday: 5:00 a.m. to 7:00 p.m.

Saturday: 8:00 a.m. to 5:00 p.m.

Sunday: 8:00 a.m. to 5:00 p.m.

Holidays: 8:00 a.m. to 5:00 p.m.

Emergency work and/or unusual conditions may cause work to be permitted with the consent of the City Manager, or his or her designee, upon recommendation of the Building Director or the City Engineer." Since the project is required to follow the noise ordinance, temporary impacts would be less than significant.

- e-f) Less than Significant Impact.** The project site is located within the Airport Land Use Compatibility Plan for the Jacqueline Cochran Regional Airport; however, it is not located within any noise compatibility contours of the plan. Additionally, the project is not located near any private airstrips. Noise levels due to airport traffic would be lower than 55 dBA; therefore, workers would not be exposed to excessive airport noise levels. Impacts would be less than significant.

#### 2.12.4 Mitigation

No mitigation measures are required.

#### 2.12.5 Level of Significance

The project's impact on ambient noise levels is less than significant.

### 2.13 Population and Housing

#### 2.13.1 Sources

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

- Report E-5 City/County Population and Housing Estimates 1/1/2014, retrieved from California Department of Finance Website, <http://www.dof.ca.gov/research/demographic/reports/estimates/e-5/2011-20/view.php>, accessed October 2014
- Report E-1 Estimates for Cities, Counties, and the State, January 1, 2013 and 2014 <http://www.dof.ca.gov/research/demographic/reports/estimates/e-5/2011-20/view.php>, accessed October 2014.
- *Monthly Labor Force Data for Cities and Census Designated Place (CDP) September 2014 – Preliminary Data Not Seasonally Adjusted*, October 17, 2014, <http://www.labormarketinfo.edd.ca.gov>, State of California Employment Development Department, Labor Market Information Division. Accessed October 29, 2014.
- *Traffic Impact Analysis for Ocean Mist Farms Expansion, Coachella, California*, prepared by Lochsa Engineering, October 2014.

#### 2.13.2 Environmental Setting

The estimated population of Coachella for 2014 is 43,633 and has an estimated 4.63 persons per household (California Department of Finance Report E-5, 2014) and a vacancy rate of 9.1percent. Although the County unemployment rate is 8.6 percent, Coachella's is above the county average at 13.8 percent.

### 2.13.3 Impacts

**Project 1** IWP Partners Tentative Tract Map  
**Project 2** Ocean Mist Farms Expansion Project

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

**a) Less Than Significant Impact.** Neither the site of the tentative tract map or the Ocean Mist Farms Expansion project would induce substantial population growth. The tract map does not have any development proposal associated with it, and the expansion project will add additional capacity to an existing produce storage and processing facility. Table 14, *Existing and Proposed Number of Employees*, shows the net increase in employees. Most of these new employees will come from the local population which has a long tradition of agricultural work in the area.

**Table 12 Population Growth**

	Existing	Proposed	Change
Office Workers	25	30	+5
Cooler Workers	48	48	0
Additional Workers		100	+100
	73	178	+105

**b-c)** The project sites are not located in an area zoned for residential use and there are no residences associated with either project. Therefore, no existing housing or residents would be replaced as a result of the projects.

### 2.13.4 Mitigation

No mitigation measures are required.

### 2.13.5 Level of Significance

The proposed project would not have an impact on population or housing.



## 2.14 Public Services

### 2.14.1 Sources

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

- Coachella General Plan 2035 Draft EIR, July 2014
- City of Coachella Municipal Code Section 4.45
- Riverside County Fire Department website, <http://www.rvcfire.org/stationsAndFunctions/Pages/default.aspx>, accessed October 2014
- Riverside County Fire Department Annual Report, 2013
- Riverside County Sheriff's Department website, <http://www.riversidesheriff.org/stations/thermal.asp>, accessed October 2014
- Coachella Police Department website, <http://www.coachella.org/departments/police-department/patrol>, accessed October 2014
- Coachella Valley Unified School District Facilities Department website, [http://www.coachella.k12.ca.us/district/business\\_services/facilities](http://www.coachella.k12.ca.us/district/business_services/facilities), accessed October 2014
- Riverside County Library website, <http://rivlib.info/coachella-library/>, accessed October 2014.

### 2.14.2 Environmental Setting

#### 2.14.2.1 Fire Protection

The City of Coachella contracts with the Riverside County Fire Department (RCFD) to provide a full range of fire protection services to the citizens of Coachella. The contract includes fire suppression, fire prevention, emergency medical response, hazardous materials response team, urban search and rescue response team, and all other related public services.

The City of Coachella has one Fire Station, Battalion 6 Coachella Fire Station #79, located at 1377 Sixth Street in the City of Coachella, which serves the incorporated portions of the City. Surrounding areas outside the City limits are served by RCFD stations located in the City of Indio, La Quinta, and Thermal as part of a Regional Fire and Emergency Medical Response plan.

Station #79 is staffed by 18 full time personnel (with a minimum of six firefighters on duty at all times), 10 volunteer firefighters, and 10 explorer cadets. It is a full service Fire Department Station, staffing two Type 1 fire engines that provide 24-hour, year round service. Fire engine staffing includes three persons per engine per day, which includes a Company Officer/Operator, one firefighter and one firefighter/paramedic. The common national standard for fire service is one firefighter staff person per 1,000 City residents. Coachella currently has a ratio of 0.4 firefighter people per 1,000 residents. During the year 2013, the department responded to 2,271 calls for service in the City, which represents a 1.52% increase from 2012.

#### 2.14.2.2 Police Protection

The City of Coachella contracts with the Riverside County Sheriff's Department for law enforcement services. The Coachella Police Department operates out of the Thermal Sheriff's station located at 86625 Airport Boulevard in Thermal. The Coachella Police Department Contract consists of 36 sworn officer positions. Twenty four (24) of these positions are dedicated to the patrol division with the



remaining officers dedicated to special assignments such as the Community Action Team (C.A.T.), School Resource Officers, along with Gang and Narcotics Enforcement.

**2.14.2.3 Schools**

The project is located within the Coachella Valley Unified School District. The District currently charges School/Developer Fees, to mitigate for influx of students from new developments, in the amounts of \$3.36 per square foot for residential development and \$0.54 per square foot for commercial development.

**2.14.2.4 Parks**

See Section 2.15 for discussion on parks.

**2.14.2.5 Other Public Facilities**

The Riverside County Library System provides library services to the City of Coachella. Participation in the Riverside County Library System enables library users to access all libraries within the system, which includes 35 libraries and two bookmobiles including one serving Coachella. The Coachella Library branch is the only library within the City limits and is located at 1538 Seventh Street.

**2.14.3 Impacts**

**Project 1 IWP Partners Tentative Tract Map**

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<b>PUBLIC SERVICES</b>				
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Police Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**2.14.3.1 Fire Protection / Police Protection / Schools / Parks / Other**

The proposed project would not increase the need for public services such as police, fire, etc., because there are no development projects associated with the proposed project. As part of the planning process, future development related proposals would be evaluated for impact on public services. Parks are discussed in Section 2.15.

**Project 2 Ocean Mist Farms Expansion Project**

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<b>PUBLIC SERVICES</b>				
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Police Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**2.14.3.2 Fire Protection**

The project would have an impact on the RCFD’s ability to provide fire protection services to the project site. Applicable local regulations related to fire protection for the City is contained in the City’s Municipal Code Chapter 8.28, which addresses storage of flammable hazardous and potentially flammable materials and Chapter 4.45, which requires developer fees for Public safety capital improvement facilities. Compliance with the City’s Municipal Code would result in less than significant impacts to fire protection services.

**2.14.3.3 Police Protection**

The project design or location does not present any special security problems. The project would be required to pay Development Impact Fees according to Municipal Code Section 4.45, which requires developer fees for Public safety capital improvement facilities. Compliance with the City’s Municipal Code would result in less than significant impacts to police protection services.

#### **2.14.3.4 Schools**

The project is located within the Coachella Valley Unified School District. The project would have a less than significant impact on schools since it will be required to pay developer fees and it is not a residential development which generates students.

#### **2.14.3.5 Parks**

See Section 2.15 for discussion on parks.

#### **2.14.3.6 Other Public Facilities**

Section 4.45 of the City's Municipal Code sets forth development impact fees to accommodate the need for public facilities and mitigate the financial and physical impacts for all development projects within the City. Currently, for library services, commercial/industrial developments are not required to pay fees. The project would have a less than significant impact since it is not a population generating project.

#### **2.14.4 Mitigation**

No mitigation measures are required.

#### **2.14.5 Level of Significance**

The project would have a less than significant impact on public services.

### **2.15 Recreation**

#### **2.15.1 Sources**

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

- *List of Parks*, City of Coachella website <http://coachella.org/departments/public-works/parks-maintenance/list-of-parks>, accessed October 2014.

#### **2.15.2 Environmental Setting**

The City operates eight public parks around the City. The nearest park to the site Dateland Park located one mile and a-half west of the project site at 51-805 Shady Lane.

### 2.15.3 Impacts

#### Project 1 IWP Partners Parcel Map

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

**a-b) No Impact.** The proposed project consists subdividing a 63.5 acre parcel into six lots for possible future development. Development plans are not part of the environmental assessment. The proposed subdivision would not have an impact on the existing parks or require the need for a park.

#### Project 2 Ocean Mist Farms Expansion Project

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

**a-b) No Impact.** The proposed project includes an expansion and remodel of an industrial building and construction of two parking lots on the southeast corner of Industrial Way and Enterprise Way. The proposed projects does not include a recreation facility.



#### **2.15.4 Mitigation**

No mitigation measures are required.

#### **2.15.5 Level of Significance**

The project would have no impact on parks and recreational facilities.

### **2.16 Transportation and Traffic**

#### **2.16.1 Sources**

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

- *Traffic Impact Analysis for Ocean Mist Farms Expansion, Coachella, California*, prepared by Lochsa Engineering, October 2014, included in Appendix D.

#### **2.16.2 Environmental Setting**

##### ***Existing Roadways and Intersections***

The study area for the above referenced traffic impact analysis was given to the consultant by the City of Coachella. Exhibit 10, *Study Area Intersections*, shows the study area and the roadways and intersections that were evaluated in the Traffic Impact Analysis (TIA). These are described herein.

##### *Avenue 52*

This east-west roadway consists of two lanes in each direction separated by a center two-way left turn lane. The speed limit is posted at 50 miles per hour in the vicinity of the project. On-street parking is permitted along this roadway in the vicinity of the project. During the preparation of the TIA, a temporary detour in conjunction with the construction of the grade separation structure over the Union Pacific tracks is in place affecting Avenue 52.

##### *Enterprise Way*

This north-south roadway consists of one lane in each direction. The speed limit is posted at 35 miles per hour in the vicinity of the project. On-street parking is permitted along this roadway in the vicinity of the project.

##### *Industrial Way*

This east-west roadway consists of one lane in each direction. The speed limit is not posted in the vicinity of the project. On-street parking is permitted along this roadway in the vicinity of the project.

##### *Enterprise Way at Avenue 52*

This three-leg intersection is currently stop controlled on the south leg (Enterprise Way). The east leg consists of one exclusive left turn lane and two through lanes. The south leg consists of one left turn lane and a right turn lane. The west leg consists of a two through lanes and a right turn lane. On the south and west legs, the right turn lane is not designated by striping or signage but sufficient pavement width exists at the intersection to allow a vehicle to make the right turn movement separate from the adjacent lane.



1 inch = 1,200 feet



Study Area Intersections  
 Ocean Mist Farms Expansion and IWP Partners TPM Initial Study

*Industrial Way at Enterprise Way*

This four-leg intersection is currently stop controlled on the north and south legs (Enterprise Way). The legs of this intersection consist of a combined left turn/through lane and a right turn lane. On all four legs of the intersection, the right turn lane is not designated by striping or signage but sufficient pavement width exists at the intersection to allow a vehicle to make the right turn movement separate from the adjacent lane.

Avenue 52 is designated as a Primary Arterial in the Circulation Element of the City of Coachella's General Plan 2035. Enterprise Way and Industrial Way are not defined within the Circulation Element of the City's General Plan.

**Existing Conditions**

Manual turning movement counts were conducted during the AM and PM peak hours September 30, 2014. The volumes were recorded in 15-minute intervals between the hours of 7:00am to 9:00am and 4:00pm to 6:00pm. Due to the industrial land uses in the vicinity of the project site, vehicle classifications distinguishing between passenger vehicles and larger vehicles were recorded during the count period to determine the appropriate percentage of heavy vehicles. It should be noted that the existing volume counts do not account for the current operations of the facility because the facility is operating with minimal staff as it is not currently picking season for the agricultural products that are processed at the facility. The facility operates approximately 215 days during the year generally between Thanksgiving and Easter and then from the end of April to the first of July. In addition, the turning movement counts at the study intersections were performed while the detour for the construction of the grade separation between Avenue 52 and the Union Pacific rail line. For the purposes of the traffic analysis, it was assumed that this detour increased the number of vehicles observed on Avenue 52.

Traffic conditions are evaluated based on the Level of Service (LOS) operations. Table 13, *Level of Service Descriptions*, describes roadway operations and traffic delays for each LOS level.

**Table 13 Level of Service Descriptions**

LOS	Description
<i>Signalized Intersections</i>	
A	Operations with very low delay occurring with favorable progression and/or short cycle length.
B	Operations with low delay occurring with good progression and/or short cycle lengths.
C	Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.
D	Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, or high V/C ratios. Many vehicles stop and individual cycle failures are noticeable.
E	Operations with high delay values indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences. This is considered to be the limit of acceptable delay.
F	Operation with delays unacceptable to most drivers occurring due to over saturation, poor progression, or very long cycle lengths.

**Table 13 Level of Service Descriptions (continued)**

LOS	Description
<i>Unsignalized Intersections</i>	
A	Little or no delays
B	Short traffic delays.
C	Average traffic delays.
D	Long traffic delays.
E	Very long traffic delays.
F	Extreme traffic delays with intersection capacity exceeded.

The existing peak hour traffic operations for the study intersections were evaluated and the results are provided in Table 14, *Existing Intersection Levels of Service*.

**Existing Transit Service**

The study area is served currently by the SunLine Transit Agency, the transit provider for the Riverside County Transportation Commission in the Coachella Valley. The transit agency provides service in the area via Route 95 along Avenue 52.

**Table 14 Existing Intersection Levels of Service**

Street	LOS		Average Delay	
	AM	PM	AM	PM
Enterprise Way at Avenue 52				
Westbound Left	A	A	8.3	7.9
Northbound	C	A	15.4	9.7
Industrial Way at Enterprise Way				
Eastbound Left	A	A	7.6	7.4
Westbound Left	A	A	7.6	7.4
Northbound	B	B	11.8	11.3
Southbound	B	B	11.6	1.6

Source: *Traffic Impact Analysis for Ocean Mist Farms Expansion, October 2014 (IS Appendix D)*



### 2.16.3 Impacts

#### Project 1 IWP Partners Tentative Parcel Map

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
TRANSPORTATION/TRAFFIC – Would the project:				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**a-c) No Impact.** The proposed project does not involve development projects or any change in land use designation that would alter the existing traffic circulation patterns or amount of traffic currently using Enterprise Way, Industrial Way, or Polk Street.

**d) No Impact.** No road design features are included with the proposed project.

**e) No Impact.** The proposed project does not involve development projects or any change in land use designation that would result in inadequate emergency access.



- f) **No Impact.** The proposed project consists of subdividing a 63.5 acre parcel into six parcels. Parking capacity will be evaluated in the future for proposed development on the parcels.

**Project 2 Ocean Mist Farms Expansion Project**

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
TRANSPORTATION/TRAFFIC – Would the project:				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- a) **Less Than Significant With Mitigation Incorporated.** Based on the County of Riverside’s traffic study guidelines, a “significant” direct traffic impact would occur when the addition of project traffic causes an intersection operating at an acceptable LOS under Existing (2014) traffic conditions (i.e., LOS “D” or better) to fall to an unacceptable level of service (i.e., LOS “E” or “F”). Therefore, future (2015) traffic conditions were compared to Existing (2014) traffic conditions to identify significant project related impacts according to the following criteria:



- If an intersection is projected to operate at an acceptable level of service (i.e., LOS “D” or better) under Existing (2014) traffic conditions and the addition of project traffic, as measured by 50 or more peak hour trips, is expected to cause the intersection to operate at an unacceptable level of service (i.e., LOS “E” or “F”), the impact is considered a significant direct impact.
- If an intersection is projected to operate at an unacceptable level of service (i.e., LOS “E” or “F”) without the project, and the project contributes 50 or more peak hour trips, the impact is considered a significant direct impact.

The definitions of LOS for interrupted traffic flow (flow restrained by the existence of traffic signals and other traffic control devices) were presented previously in Table 10.

Roadway segment operations were evaluated using the City of Coachella roadway capacity values provided in the City’s General Plan. The City’s General Plan Circulation Element states that the City will maintain a minimum citywide level of service “D” at all City intersections and roadways. As such, LOS “D” is considered acceptable at any intersections within the City of Coachella.

A significant cumulative impact is identified when a facility is projected to operate below the level of service standards due to cumulative future traffic and a project-related traffic increase as measured by 50 or more peak hour trips. Cumulative traffic impacts are created as a result of a combination of the proposed project together with other future developments contributing to the overall traffic impacts requiring additional improvements to maintain acceptable level of service operations with or without the project.

***Assumptions Employed For the Analysis (Project Only)***

As noted previously, the current facility was running at minimal staffing levels during the preparation of the TIA, due to the out of season for the agricultural products that are processed at the facility. Therefore, project trip generation was calculated based upon the following information:

- The current facility processes approximately 200 trucks per day when in operation (75 receiving trucks and 120 shipping trucks). Upon completion of the proposed expansion the facility will be able to process 250 trucks a day (100 receiving trucks and 150 shipping trucks).
- The current facility employees approximately 75 persons when fully operating and is anticipated to increase to 165 persons upon completion of the expansion. These employees are divided into four shifts with starting times at 6:00am, 9:00am, 12:00 pm, and 3:00pm.
- The facility operates generally between the hours of 6:00 a.m. until 1:00 a.m. the following day.

To determine what trips the project would generate, the trip generation was computed separately between the truck trips and the employee trips. For the project’s truck trip generation, the peak hour was assumed to be 20 percent of the total daily truck generation. This equates to a peak hour volume of 50 trucks (250 trucks x 20 percent = 50 trucks). It was assumed that an equal number of trucks would

enter and exit the project site during the AM and PM peak hours. This equates to an AM and PM peak hour volume of 100 trucks, respectively.

For employee trip generation the total number of employees were separated into four shifts with an assumed vehicle occupancy of one person per vehicle. The 9:00 am and 3:00 pm shifts represent the AM peak and PM peak periods for employees entering/exiting the site. Based upon information provided by the applicant, the following peak hour employee generated trips were utilized for the entire facility upon completion of the expansion:

- AM Peak Hour – 60 Trips Entering/0 Trips Exiting; and,
- PM Peak Hour – 35 Trips Entering/65 Trips Exiting.

### ***Assumptions Employed For the Analysis (Cumulative)***

#### *Background Traffic*

Future traffic volumes have been calculated based upon one year of ambient growth at 2.0% to calculate the year 2015 traffic conditions. The 2.0% growth rate was calculated based upon the historical population growth pattern for the last four year (2010 through 2014). The growth rate was applied to the existing traffic volumes to account for area-wide growth not reflected in cumulative development projects. The existing traffic volumes were multiplied by the growth rate to arrive at the completion year conditions without project.

#### *Cumulative Development Traffic*

Riverside County traffic impact analysis guidelines require that foreseeable development projects that are either approved or being processed concurrently in the study area also be included as part of a cumulative analysis scenario. In the case of this project, the La Entrada community has been approved in the vicinity of the study area. The La Entrada project is a multi-use project consisting of 2,200 acres generally west of the Coachella branch of the All American Canal and south of Interstate 10. The principal access points for the community are proposed at Avenue 50, Avenue 52, and a future interchange with Interstate 10. According to the Final EIR prepared for the La Entrada project it is proposed to comprise the following:

- Approximately 7,800 residential units
- 135 acres of mixed uses including, high density residential, commercial, public facilities and other non-residential uses
- Three elementary schools and one middle school
- Approximately 345 acres of parks/recreation uses
- Approximately 557 acres of open space

The development would be constructed in a series of five phases over the next 20 years, with an approximate completion date of 2035. For the cumulative analysis scenario Phases I-II traffic volumes were added to the project year ambient growth rate traffic volumes at the study intersections. Based upon the trip generation, Phases I-II are anticipated to generate 1,846 external trips during the AM peak hour and 2,714 external trips during the PM peak hour. The trip distribution

and trip assignments in the study area were based upon the scenario presented within the traffic study without the Avenue 50/I-10 interchange.

It should be noted that the La Entrada traffic impact analysis analyzed the intersection of Avenue 52 at California State Route 86S to the east of the site and Tyler Street at Avenue 52 to the west of the site. Between these two intersections, trips generated by the project decrease from east to west indicating that the developments in the study area attract trips from and generate trips to the La Entrada community. As no information was provided in the La Entrada traffic study on the trip distribution between these two intersections, it was assumed half of the generated and attracted trips in this area would utilize Enterprise Way. The trip distribution of these trips at Industrial Way at Enterprise Way is based on the existing turning movement counts observed at the intersection.

#### ***Year 2015 Analysis (Completion Year)***

Two traffic scenarios were evaluated in the TIA:

- Completion Year without and with project (2015): ambient growth
- Cumulative Completion Year without and with project (2015): ambient growth and cumulative development projects

#### ***Roadway Improvements***

At the time the TIA was prepared no known improvements are to be planned or constructed at the study intersections or for the adjacent roadway network.

#### ***Completion Year (2015)-Ambient Growth Intersection Operation Analysis***

Under this scenario existing traffic volumes were multiplied by an ambient growth rate factor of 2 percent to determine the 2015 completion year ambient growth volumes. Project trip assignment volumes were then added to the 2015 completion year ambient growth rate volumes to arrive at the 2015 completion year ambient growth rate with project volumes. The peak hour traffic operations analysis for the study intersections under both scenarios are presented in Table 15, *2015 Ambient Growth Intersection Operations Analysis*.

As shown in Table 15, the study area intersections are anticipated to operate at acceptable levels of service during the peak hours under the 2015 completion year ambient growth with and without the project.

**Table 15 2015 Ambient Growth Intersection Operations Analysis**

Street		Without Project		With Project	
<i>Enterprise Way at Avenue 52</i>					
		AM	PM	AM	PM
Westbound Left	Level of Service	A	A	A	A
	Average Delay (Sec)	8.3	7.9	9.3	8.4
Northbound	Level of Service	C	A	D	B
	Average Delay (Sec)	15.8	9.8	25.3	10.9
<i>Industrial Way at Enterprise Way</i>					
Eastbound Left	Level of Service	A	A	A	A
	Average Delay (Sec)	7.6	7.4	7.7	7.6
Westbound Left	Level of Service	A	A	A	A
	Average Delay (Sec)	7.6	7.4	7.6	7.4
Northbound	Level of Service	B	B	B	B
	Average Delay (Sec)	11.9	11.0	12.3	13.8
Northbound	Level of Service	B	B	B	B
	Average Delay (Sec)	11.6	11.6	14.5	14.5

Source: Traffic Impact Analysis for Ocean Mist Farms Expansion, October 2014, Table E.

**2015 Ambient Plus Cumulative Projects Intersection Operation Analysis**

Under this scenario existing traffic volumes were multiplied by an ambient growth rate factor of 2 percent to determine the 2015 completion year ambient growth volumes. Traffic from the La Entrada development was then added to the 2015 completion year ambient growth volumes to arrive at this scenario's intersection volumes. In addition, the project trip assignment volumes were then added to the 2015 completion year ambient plus cumulative project volumes to arrive at the 2015 completion year ambient plus cumulative projects with project volumes. The resultant intersection operations analysis is presented in Table 16, 2015 *Ambient Growth Plus Cumulative Intersection Operations Analysis*.

*Enterprise Way at Avenue 52*

As shown in Table 16, this intersection is anticipated to operate at an unacceptable level of service during the AM peak hour in the 2015 completion year ambient growth plus cumulative projects with project volume for the northbound movement. In a review of the analysis for the 2015 completion year ambient plus cumulative and the 2015 completion year ambient with project, both the project volumes and the La Entrada project volumes significantly impact the intersection operations. The project volumes when the La Entrada volumes are not included increases the intersection northbound movement delays by 9.5 seconds. The La Entrada project volumes when the project volumes are not included increase the intersection movement delays by 8 seconds. Separately neither project causes the intersection to operate at an unacceptable level of service. The combination of both projects generated trips significantly impacts the northbound movement causing a significant impact.

**Table 16 2015 Ambient Growth Plus Cumulative Intersection Operations Analysis**

Street		Without Project		With Project	
<i>Enterprise Way at Avenue 52</i>					
		<b>AM</b>	<b>PM</b>	<b>AM</b>	<b>PM</b>
Westbound Left	Level of Service	A	A	B	B
	Average Delay (Sec)	9.0	9.0	10.3	10.1
Northbound	Level of Service	C	B	F	B
	Average Delay (Sec)	23.8	12.0	54.2	14.0
<i>Industrial Way at Enterprise Way</i>					
Eastbound Left	Level of Service	A	A	A	A
	Average Delay (Sec)	7.6	7.4	7.6	7.6
Westbound Left	Level of Service	A	A	A	A
	Average Delay (Sec)	7.6	7.4	7.6	7.4
Northbound	Level of Service	B	B	B	B
	Average Delay (Sec)	12.2	12.6	12.6	14.7
Northbound	Level of Service	B	B	C	C
	Average Delay (Sec)	12.0	12.0	15.1	15.7

Source: Traffic Impact Analysis for Ocean Mist Farms Expansion, October 2014, Table F.

However, implementation of Mitigation Measures TIA-1 and TIA-2 would reduce both the project-specific and cumulative impacts of the proposed project on the area’s circulation system to a less than significant level.

- c) **No Impact.** The proposed project is a packing and distribution facility which relies on surface transportation to distribute its products. Therefore, Project 2 will not result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks.
- d) **Less Than Significant Impact With Mitigation Incorporated.** The proposed expansion of the Ocean Mist Farms facility would not increase hazards due to a roadway design feature. Exhibit 5 in the Project Description shows the proposed ingress/egress at the site and new parking lot at the southeast corner of Industrial Way and Enterprise Way. The project site has three distinct circulation routes for the following facility users: employee, shipping trucks, and receiving trucks.

*Employee Parking*

Under the proposed project, employees will be provided a 100 space parking lot on the south side of Industrial Way generally located across the street from the existing facility. Access to the parking lot is via a driveway from Industrial Way which will allow full access movements. Employees will primarily access the parking lot from the west and depart the parking lot to the west as travelling to/from the east on Industrial Way. This results in a circular route which ultimately intersects with Enterprise Way south of the proposed project without any access to other roadways. A marked crosswalk with lighting and signage will be provided to increase the safety of employees crossing Industrial Way.



### *Receiving Trucks*

Trucks delivering products to be processed will access the site from Enterprise Way. Trucks entering the site to deliver product will enter via the northern driveway on Enterprise Way and proceed to the off-loading station. After the vehicle is off-loaded, the truck will proceed further on-site and be loaded with empty cartons for the next load. From the carton area, the truck will proceed to exit the site from the existing driveway on Avenue 52. This circulation pattern is similar to the existing patterns at the facility.

No significant adverse impact to Enterprise Way was identified in the TIA, as a result of vehicles accessing the site, as the increase in vehicles due to the expansion over the course of a day represents a small increase in the hourly volume. In addition, the loading of the shipping trucks currently occurs on the northern side of the building also and with the relocation of loading of the shipping trucks to the south side of the building, the driveways on Enterprise Way and Avenue 52 should actually experience a reduction in the number of turning movements.

### *Shipping Trucks*

The loading of shipping trucks will be relocated to the south side of the building with access to the proposed loading docks from Industrial Way. A 30-space truck staging lot with a truck scale will be constructed on the southeast corner of Industrial Way at Enterprise Way adjacent to the employee parking lot. Trucks entering the site to be loaded for shipping will first proceed to the staging lot via the western driveway on Industrial Way and park. The drivers will then proceed to utilize the crosswalk on Industrial Way to receive their loading numbers from the facility staff. When called, the vehicle will then proceed to the scale to record the empty truck weight and then exit via the eastern driveway on Industrial Way and enter the facility via the western driveway on the north side of Industrial Way. Once on-site the vehicle will be loaded at the loading docks and exit the facility back onto Industrial Way. The driveways providing access to the staging lot will operate in a one way direction with the western driveway serving entering truck traffic and the eastern driveway serving existing truck traffic. Appropriate signage (at the staging lot driveways will be installed to reinforce the circulation pattern.

This circulation pattern will increase traffic and congestion in the area immediately east of the intersection of Industrial Way at Enterprise Way to the eastern property line of the Ocean Mist facility, as discussed previously the Industrial Way roadway alignment will minimize the impact of the project on the roadway network east of the project site. On the segment of Industrial Way adjacent to the truck staging and loading docks, the traffic volume are predicted to be 111 am peak hour vehicles and 156 pm peak hour vehicles with the potential of 20 trucks crossing from one side of the street to the other. Due to the low number of vehicles expected on this roadway the crossing of trucks on Industrial Way is not anticipated to have a significant impact on the roadway operations. It should be noted that Industrial Way is a local roadway with a straight alignment to the east and west of the project site location allowing for sufficient sight distance to vehicle drivers on Industrial Way and truck drivers maneuvering from the staging area/loading docks to observe opposing vehicles. Additionally, the approach legs on Enterprise Way are stop controlled so left and right turn traffic from this roadway onto Industrial Way will be maneuvering from stop position which will result in reducing the crash potential due to a truck maneuvering on Industrial Way due to the anticipated low vehicle speeds.

Though the impact is anticipated to be minimal, Mitigation Measure TIA-2 will be implemented to account for further growth and development in the vicinity of the project. The measures include sufficient lighting on Industrial Way to illuminate the driveway entrances and the recommendation of installation of "TRUCK CROSSING" on Industrial Way to warn motorists of the truck movement. With implementation of TIA-2, the proposed project is not expected to substantially increase hazards due to its site design features and changes in operational protocols.

- e) **Less Than Significant Impact With Mitigation Incorporated.** Current emergency access to the site. Changes to the project as a consequence of its' expansion are not expected to reduce the degree of current emergency access adequacy. Therefore, with implementation of Mitigation Measures TIA-1 and TIA-2, this impact would be less than significant.
- f) **Less Than Significant Impact.** That section identifies a number of project design features regarding vehicular and pedestrian circulation with the intent of enhancing pedestrian and vehicle operational safety. In addition, the proposed project will have no effect on current Sunline Transit operations. As a consequence, the proposed project is expected to have insignificant conflicts with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

#### 2.16.4 Mitigation Measures

- TIA-1** Upon project completion, a traffic signal will be warranted at the Enterprise Way and Avenue 52 intersection. When constructed, the proposed project shall be responsible for 15.1 percent of the total construction cost.
- TIA-2** In order to improve safety along Industrial Way, the proposed project shall incorporate the following measures:
- Installation of "DO NOT ENTER" signs at the project proposed truck staging parking lot from Industrial Way.
  - Installation of lighting along Industrial Way with placement to illuminate the driveway locations.
  - Installation of "Truck Crossing" signs to alert motorists to the trucks crossing Industrial Way from the staging lot to the loading dock.
  - Provide a marked crosswalk across Industrial Way with appropriate signage and lighting.
- TIA-3** Prior to the issuance of building permits, the proposed project shall pay applicable City of Coachella Development Impact Fees (DIF) and County of Riverside Transportation Uniform Mitigation Fees (TUMF) in effect at that time.

#### 2.16.5 Level of Significance

With the implementation of the foregoing mitigation measures, project-specific and cumulative impacts on Traffic and Circulation will be less than significant.

## 2.17 Utilities and Service Systems

### 2.17.1 Sources

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

- *City of Coachella Urban Water Management Plan*, prepared by TKE Engineering and Planning, July 13, 2011, retrieved from City of Coachella website, <http://www.coachella.org/services/document-central/-folder-109>, accessed October 2014
- Burrtec Waste and Recycling Services website <http://www.burrtec.com/coachella>, accessed October 2014.

### 2.17.2 Environmental Setting

#### *Water*

The Coachella Water Authority (CWA) serves the incorporated area with potable water. The CWA operates a water supply, storage, and delivery system consisting of wells, reservoirs, booster stations, and distribution lines. Currently, groundwater wells supply the City with all of the potable water. The City's wells draw from the Coachella Valley Groundwater Basin. The six groundwater wells that currently supply water to the City are capable of providing 1,200 to 2,500 gallons per minute (gpm) each. The well water production reports recorded 7,330 acre-feet pumped in 2010, or approximately 11 million gallons per day (mgd) on average.

#### *Wastewater*

The Coachella Sanitary District (CSD) provides wastewater service to areas within the City limits. The CSD maintains approximately 340,000 linear feet of wastewater conveyance pipeline, powered by two pump stations. The CSD also operates a Wastewater Treatment Plant located on Avenue 54, east of Polk Street in Coachella. In 2008, the City upgraded the capacity of the Coachella Water Reclamation Facility to 4.5 MGD and current average daily discharge is 2.7 MGD. The plant remains a full secondary treatment facility with oxidation ditches for denitrification. The immediate service area encompasses approximately a 32-square mile City boundary and an approximate 64-square mile sphere of influence. The CSD currently serves 6,500 Equivalent Dwelling Units (EDUs) and approximately 3,500 customers via its wastewater conveyance network.

#### *Solid Waste Disposal*

Burrtec provides the City with solid waste collection services. Burrtec provides curbside pickup for regular trash, green waste and recyclables and offers bulky Item Pick-up, Christmas Tree Recycling, Electronic Waste, and Used Motor Oil Collection upon request. Solid waste that is collected from the City is routed to the Coachella Transfer Station, operated by Burrtec, located north of Interstate 10 and east of Dillon Road on Landfill Road. Waste is then routed to one of the County's six landfills which are operated by the Riverside County Waste Management Department.

### 2.17.3 Impacts

#### Project 1 IWP Partners Tentative Tract Map

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
UTILITIES AND SERVICE SYSTEMS – Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project’s projected demand in addition to the provider’s existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project’s solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Comply with federal, state, and local statutes, and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a) **No Impact.** The proposed project is for a tentative parcel map to divide the land into six parcels for possible future development. There will be no exceedance of wastewater treatment requirements.
- b) **No Impact.** The proposed project is for a tentative parcel map to divide the land into six parcels for possible future development and will not require or result in the construction of new water or wastewater treatment facilities.
- c) **No Impact.** The proposed project is for a tentative parcel map to divide land into six parcels for possible future development and will not require or result in the construction of new storm water drainage facilities or expansion or existing facilities.

- d) **No Impact.** The proposed project is for a tentative parcel map to divide land into six parcels for possible future development and will not require water.
- e) **No Impact.** The proposed project is for a tentative parcel map to divide the land into six parcels for possible future development and will not result in a need for a determination of adequate capacity to serve the project.
- f) **No Impact.** The proposed project is for a tentative parcel map to divide the land into six parcels for possible future development, accommodation for solid waste disposal needs is not necessary.
- g) **No Impact.** The proposed project is for a tentative parcel map to divide the land into six parcels for possible future development; therefore, compliance with federal, State, and local statutes and regulation is not required at this time.

**Project 2 Ocean Mist Farms Expansion Project**

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
UTILITIES AND SERVICE SYSTEMS – Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project’s projected demand in addition to the provider’s existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project’s solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state, and local statutes, and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- a) **Less than Significant Impact.** The project would be served by the CSD for wastewater treatment. The project would add a minimal amount of wastewater to the City's existing wastewater collection and treatment system. A large portion of water used at the site gets reused and does not go into the wastewater system. The additional minimal demand from the project is not expected to have a significant effect on existing wastewater treatment facility capacity. Additionally, the CSD is required to comply with the applicable Regional Water Quality Control Board requirements. The project would have a less than significant impact.
- b) **Less than Significant Impact.** The project proposes the demolition of several water and sewer lines and the construction of new water and sewer lines to accommodate the remodeling and expansion of the Ocean Mist facility. The demolition and construction of these lines would occur in already disturbed areas of the property and would not cause significant environmental effects. The project would result in a less than significant impact.
- c) **Less than Significant Impact.** The project proposes the demolition of several storm drain facilities and the construction of new storm drain lines, infiltration and retention basins, and drywells. The demolition and construction of most of these facilities would occur in already disturbed areas and would not cause significant environmental effects. The project would result in a less than significant impact.
- d) **Less than Significant Impact.** The project is currently served by the CWA for water services. Under existing conditions, the project uses an average of 679,000 gallons per month over a 12 month period. For the proposed project, an additional 125,000 gallons per month would be used, which is an 18% increase over the existing water use. This increase would not result in the need for new or expanded water services or entitlements. The project would have a less than significant impact.
- e) **Less than Significant Impact.** See response a.
- f) **Less than Significant Impact.** The proposed project would generate solid waste such as cardboard, food waste, and other materials associated with packaging as well as construction and demolition waste. Most solid waste materials from the project can be recycled, composted or otherwise diverted out of landfills. Trash, recyclables, and construction and demolition waste will be sent to the Coachella Transfer Station for sorting and processing and food waste would be sent to the Coachella Valley Compost facility, near the Transfer Station, for composting. According to Jurisdiction Landfill Tonnage Reports from Riverside County Waste Management Department, 5,441.76 total tons of solid waste was hauled to County landfills from Coachella. Jurisdictions from all over the State contribute 777,473.51 tons of solid waste to County landfills. Coachella contributes approximately 0.7 percent of solid waste to this total. The proposed project would not significantly increase this amount and a less than significant impact is expected.
- g) **Less than Significant Impact.** The project is required to comply with the State mandates regarding solid waste and recycling and will comply therefore there would be a less than significant impact.

#### 2.17.4 Mitigation

No mitigation measures are required.



### 2.17.5 Level of Significance

The project would have a less than significant impact on utilities and service systems.

## 2.18 Mandatory Findings of Significance

### 2.18.1 Sources

All sources previously listed were used to support the conclusion made in this sections.

### 2.18.2 Environmental Setting

The environment setting for the project site is summarized within Section 2.1 through 2.17 of the Initial Study for each environmental issue.

### 2.18.3 Impacts

#### Project 1 IWP Partners Tentative Parcel Map

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<b>MANDATORY FINDINGS OF SIGNIFICANCE</b>				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a) **No Impact.** The proposed project does not involve development project or change in land use designation that would result in a physical change in the environment.

- b) **No Impact.** The proposed project does not involve development projects or change is in land use designation that would result in a physical change in the environment; therefore, no cumulative impacts would occur with approval of the tentative parcel map.
- c) **No Impact.** The proposed project would not cause impact to human beings because the it involves subdividing a parcel into six (6) parcel for possible future development.

**Project 2 Ocean Mist Farms Expansion Project**

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<b>MANDATORY FINDINGS OF SIGNIFICANCE</b>				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a) The proposed project does not involve development project or change in land use designation that would result in a physical change in the environment.
- b) The proposed project does not involve development projects or change is in land use designation that would result in a physical change in the environment; therefore, no cumulative impacts would occur with approval of the tentative parcel map.
- c) The proposed project would not cause impact to human beings because it involves subdividing a parcel into six (6) parcel for possible future development.



**2.18.4 Mitigation**

No mitigation measures required.

**2.18.5 Level of Significance**

The project would have no impact.



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## 4 References

### ***Aesthetics***

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### ***Biological Resources***

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### **Hydrology and Water Quality**

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Ocean Mist Farms Expansion Project  
52-300 Enterprise Way  
City of Coachella  
November 2014

***Utilities and Service Systems***

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