Sevilla II Tentative Tract Map No. 38557

Initial Study & Mitigated Negative Declaration

TTM 38557; CZ 22-05; CUP 372; AR 23-13; EA 22-06

September 2023

City of Coachella
53990 Enterprise Way
Coachella, California 92236
Contact: Gabriel Perez, Development Services Director

Pulte Group
27401 Los Altos, Suite 400
Mission Viejo, California 92691
Contact: David Dewegeli, Manager of Land Planning and Entitlement

Michael Baker International
54-410 Gerald Ford Drive, Suite 100
Palm Desert, California 92211
Contact: Elizabeth Meyerhoff, Project Manager

Table of Contents

List of Tables

List of Exhibits

Appendices

Appendix A: Project Materials
Appendix B: Air Quality/Greenhouse Gas/Energy Analysis
Appendix C: Biological Habitat Assessment
Appendix D: Cultural Resources Assessment
Appendix E1: Traffic Impact Study
Appendix E2: VMT Analysis
Appendix F: Geotechnical Report
Appendix G: Preliminary Water Quality Management Plan
Appendix H: Hydrological Report
Appendix I: Noise Data
Appendix J: Tribal Correspondence
Appendix K: Phase I and Phase II Environmental Site Assessment
Appendix L: Mitigation Monitoring and Reporting Program

This page intentionally left blank.

1.0 INTRODUCTION

The Sevilla II Tentative Tract Map No. 38577 (proposed project) would develop a 204-lot residential development in the City of Coachella. The project site is approximately 39-acres and located north of 51st Avenue, east of Calhoun Street, south of Avenue 50, and west along Van Buren Street (Assessor Parcel Numbers 779-280-002 and 779-320-001). Refer to ***Section 2.0, Project Description*** for more detail.

Following a preliminary review of the proposed project, the City of Coachella (City) has determined that the project is subject to the guidelines and statutes of the California Environmental Quality Act (CEQA). As the Lead Agency, the City has reviewed the project and, on the basis of the whole record before it, has determined that there is no substantial evidence that the project will have a significant effect on the environment, with adherence to the mitigation measures identified in this Initial Study. This Initial Study/Mitigated Negative Declaration (IS/MND) addresses the direct, indirect, and cumulative environmental effects of the proposed project. This IS/MND reflects the Lead Agency's independent judgement and analysis.

1.1 California Environmental Quality Act

In accordance with the California Environmental Quality Act (CEQA) (Public Resources Code Sections 21000-21189.70.10) the 2022 State CEQA Guidelines, and the City's 2020 Local CEQA Guidelines, the Lead Agency is required to prepare an Initial Study to determine if the proposed project would have a significant environmental impact (State CEQA Guidelines Section 15063(a)). If, as a result of the Initial Study, the Lead Agency finds that there is evidence that any aspect of the project may cause a significant environmental effect, the Lead Agency shall further find that an Environmental Impact Report (EIR) is warranted to analyze project-related and cumulative environmental impacts. Alternatively, if the Lead Agency finds that there is no evidence that the project, either as proposed or as modified to include the mitigation measures identified in the Initial Study, may cause a significant effect on the environment, the Lead Agency shall find that the proposed project would not have a significant effect on the environment and shall prepare a Negative Declaration or Mitigated Negative Declaration for that project. Such a determination can be made only if "There is no substantial evidence, in light of the whole record before the Lead Agency" that such impacts may occur (Public Resources Code Section 21080(c)(1)).

The environmental documentation outlined above, which is ultimately determined by the City in accordance with CEQA, is intended as an informational document undertaken to provide an environmental basis for subsequent discretionary actions upon the project. The resulting documentation is not, however, a policy document and its approval and/or certification neither presupposes nor mandates any actions on the part of those agencies from whom permits and/or other discretionary approvals would be required.

The environmental documentation is subject to a public review period. During this review, comments on the document relative to environmental issues should be addressed to the City in

writing. Following review of any written comments received, the City will consider these comments as a part of the project's environmental review and will include them with the Initial Study documentation for consideration by the City's decision-makers.

1.2 Purpose and Content of an Initial Study

Pursuant to State CEQA Guidelines Section 15063(c), the purpose of an Initial Study is to:

(1) Provide the Lead Agency with information to use as the basis for deciding whether to prepare an EIR or a Negative Declaration.

(2) Enable an applicant or Lead Agency to modify a project, mitigating adverse impacts before an EIR is prepared, thereby enabling the project to qualify for a Negative Declaration.

(3) Assist in the preparation of an EIR, if one is required, by:

(A) Focusing the EIR on the effects determined to be significant,

(B) Identifying the effects determined not to be significant,

(C) Explaining the reasons for determining that potentially significant effects would not be significant, and

(D) Identifying whether a program EIR, tiering, or another appropriate process can be used for analysis of the project's environmental effects.

(4) Facilitate environmental assessment early in the design of a project;

(5) Provide documentation of the factual basis for the finding in a Negative Declaration that a project will not have a significant effect on the environment;

(6) Eliminate unnecessary EIRs;

(7) Determine whether a previously prepared EIR could be used with the project

State CEQA Guidelines Section 15063(d)(f) identifies specific content and format requirements for an Initial Study:

A description of the project including the location of the project;

An identification of the environmental setting;

An identification of environmental effects by use of a checklist, matrix, or other method, provided that entries on a checklist or other form are briefly explained to indicate that there is some evidence to support the entries;

A discussion of ways to mitigate significant effects identified, if any;

An examination of whether the project would be consistent with existing zoning, plans, and other applicable land use controls; and,

The name of the person or persons who prepared or participated in the Initial Study.

This report is organized as follows:

- **Section 1.0, Introduction**: identifies the purpose and scope of the IS/MND.
- **Section 2.0, Project Description**: describes the location, general environmental setting, project background, project components, and the characteristics of the project's construction and operational phases.
- **Section 3.0, Environmental Checklist Form**: provides a checklist of environmental factors that would be potentially affected by this project and a description of the possible threshold responses.
- **Section 4.0, Evaluation of Environmental Impacts**: presents the environmental setting and impact analysis for each resource topic.
- **Section 5.0, List of Preparers:** identifies individuals involved in preparing this IS/MND.
- **Section 6.0, References:** provides refences materials and sources used for the development of the document.

1.3 Public Review

The Initial Study is subject to a 30-day public review period. During the 30-day public review period, written comments on the document should be addressed to the City via postal mail or electronic mail:

Gabriel Perez, Development Services Director
City of Coachella
53990 Enterprise Way
Coachella, CA 92236
gperez@coachella.org

Following review of [any] written comments received by the City, the City will consider these comments as a part of the project's environmental review and project consideration by the City's decision-makers at a public hearing.

1.4 Initial Study Summary

Section 4.0 of this document contains the Initial Study prepared for the project pursuant to CEQA Guidelines Section 15063. The Initial Study determined that implementation of the project would result in no impact or a less than significant environmental impact to: Aesthetics, Agriculture and Forestry Resources, Air Quality, Greenhouse Gas Emissions, Energy, Hydrology and Water Quality, Land Use and Planning, Mineral Resources, Noise, Population and Housing, Public Services, Recreation, Transportation, Utilities and Service Systems, and Wildfire.

The Initial Study concluded that the project would result in a less than significant impact with mitigation incorporated to the following resource areas: Biological Resources, Cultural Resources, Geology and Soils, Hazards and Hazardous Materials, and Tribal Cultural Resources.

1.5 Incorporation by Reference

The following documents were utilized during preparation of this Initial Study and are incorporated into this document by reference (State CEQA Guidelines Section 15150). The documents are available for review on the City of Coachella's website (https://www.coachella.org/departments/community-development) and at City Hall, within the Development Services Department located at 53990 Enterprise Way, Coachella, CA 92236.

- *City of Coachella General Plan 2035* (adopted April 22, 2015). The *City of Coachella General Plan 2035* (General Plan) includes forecasts of long-term conditions and outlines development goals and policies. It guides growth and development within the City by designating land uses in the proposed land use map and through implementation of the goals and policies of the General Plan. It also provides a long-term vision for the City, and through its implementation goals and policies, indicate how that vision may be achieved over time. The General Plan includes the following elements: Land Use, Mobility, Community Health and Wellness, Sustainability and Natural Environment, Safety, Infrastructure and Public Services, Noise, and Housing. All development projects, including subdivisions, public works, redevelopment projects, zoning decisions, and other various implementation tools must be consistent with the General Plan.

- *City of Coachella General Plan 2035 Environmental Impact Report* (February 2015). The *City of Coachella General Plan 2035 Environmental Impact Report* (General Plan EIR) is intended to provide decision-makers and the public with information concerning the environmental effects of implementation of the General Plan. The General Plan EIR includes background data, analyzes potential environmental impacts, identifies General Plan policies and implementation plans that serve as mitigation, and identifies additional mitigation measures to reduce potentially significant effects due to implementation of the General Plan. The General Plan EIR determined that General Plan implementation would result in significant unavoidable environmental impacts in the following topic areas: Aesthetics, Agricultural Resources, and Transportation and Traffic.

- *Coachella Municipal Code* (and *Zoning Consistency Update July 2023*). The *Coachella Municipal Code* (Municipal Code) provides regulations for governmental operations, development, infrastructure, public health and safety, and business operations within the City. Municipal Code Title 17, *Zoning* (Zoning Ordinance), is established to promote the public health, safety, peace, comfort, convenience, prosperity, and welfare of the City and its inhabitants. The Zoning Ordinance regulates the use of buildings, structures, and land for residential, commercial, industrial and institutional purposes; regulates location, height, bulk, and area covered by buildings and structures; and controls lot size, yards, intensity of land use, signs, and off-street parking.

1.6 Mitigation Monitoring and Reporting Plan

The Mitigation Monitoring and Reporting Plan (MMRP) identifies mitigation measures required to offset or reduce potential environmental impacts. The City shall adopt a program for monitoring/reporting on the measures it has imposed to mitigate, reduce, or avoid significant environmental effect (State CEQA Guidelines Section 15097). The MMRP is included as ***Appendix L, Mitigation Monitoring and Reporting Program***.

2.0 PROJECT DESCRIPTION

2.1 Project Summary

The City of Coachella is located in the central portion of Riverside County, within the Coachella Valley. Refer to ***Exhibit 1: Regional Location***, ***Exhibit 2: Site Vicinity***, and ***Exhibit 3: Conceptual Site Plan***. Photographs documenting the existing site conditions and surroundings are included as ***Exhibit 4: Site Photographs***.

The Sevilla II Tentative Tract Map No. 38577 (TTM 38577 and "proposed project") is planned as a residential development in the City of Coachella. The project site consists of two (2) parcels and is approximately 39-acres in size. The project site is located north of 51st Avenue, east of Calhoun Street, south of Avenue 50, and west along Van Buren Street (Assessor Parcel Numbers 779-280-002 and 779-320-001).

The proposed project would construct approximately 204 single family residential dwellings. Typical lots would be approximately 5,000 square feet in size. The proposed project would include pedestrian sidewalks; landscaping; an approximate 1.0-acre recreational park area; an approximate 1.37-acre water retention basin; an approximate 0.23-acre dedicated [future] well site; monument signage; and street and utility improvements.

General Plan Land Use and Zoning

The project site has a General Plan Land Use designation of General Neighborhood. According to the General Plan, this designation characteristic allows for a mix of single-family and multi-family housing types with good nonmotorized access to a range of civic and commercial amenities. Development intensity allows for 7-25 dwelling units per acre. Development of the site would result in approximately 7.7 dwelling units per acre which is consistent with the land use designation.

The project site consists of two (2) parcels zoned (GN) General Neighborhood. This project includes a change of zone to General Neighborhood-Planned Unit Development (GN-PUD) to provide design and zoning standards for the site. The project includes a Parcel Merger to combine the two (2) parcels into one (1) parcel; a Conditional Use Permit for the PUD (CUP 372); and Architectural Review (AR 23-13).

Existing Environmental Setting and Surrounding Land Uses

The project site is currently developed with one (1) residence located in the central portion of the subject site, along with five (5) warehouse/storage buildings. Two groundwater wells are present on-site. The project site has been historically utilized for agricultural purposes since the 1920s for date palm and okra cultivation. Since approximately 2021, the site has been fallow.

The project site is bordered to the north by fallow agricultural land, to the east by residential uses; to the south by agricultural land; and to the west by both fallow agricultural land and residential uses.

Site Access

Access to the site would be developed via two entry points from Van Buren Street. Access and circulation improvements would be designed and constructed consistent with City design and engineering standards.

2.2 Landscaping

Open areas, walkways, and lots would be lined with drought-resistant vegetation, "Mojave Gold" gravel, and ornamental rocks, creating a desert garden aesthetic. Trees would include accents such as mulga, Smoothie thornless cascalote, and desert willow, as well as shade trees including desert ironwood and thornless hybrid mesquite. Shrubs of various sizes would be planted throughout, including grey desert spoon, aloe, yucca, and jojoba. Landscape species and irrigation would be required to adhere to the City's planting selection for landscaping.

2.3 Utilities and Services

The Coachella Water Authority and Sanitary District would provide domestic (drinking) water and sanitation water services to the site.

Gas utilities would be provided by Southern California Gas Company.

Electricity would be provided by the Imperial Irrigation District (IID) via connection at the Jackson Substation, which is located less than one mile from the project site; refer to ***Exhibit 5, Jackson Substation Connection***. The proposed project would require the installation of underground powerlines from the Jackson Substation to the project site.

2.4 Construction

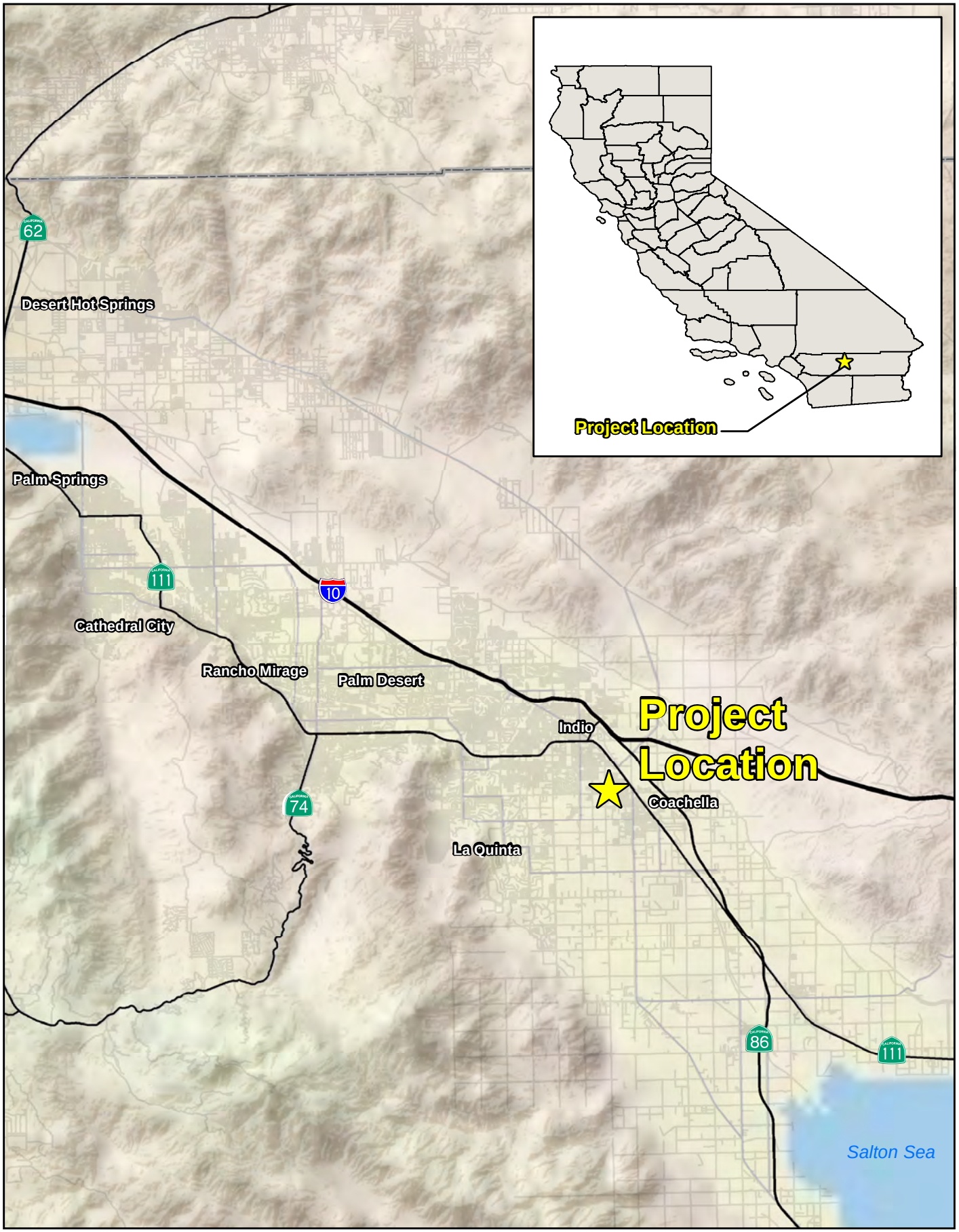
Construction of the proposed project is anticipated to occur for the duration of approximately 6 to 12 months for rough grading and site improvements. Vertical construction would depend on market conditions, with an expected date for initial occupancy of January 2025, and an approximate buildout period of 2 years.

2.5 Anticipated Approvals and Permits

The City has discretionary authority over the proposed project, which requires the following approvals, in addition to various approvals/permits from outside agencies:

- Tentative Tract Map; CEQA compliance; Change of Zone; Conditional Use Permit; and Architectural Review (City)

- Domestic and sanitation water services from the Coachella Water Authority (CWA)
- Stormwater management and associated service consistent with the provisions of the Coachella Valley Water District (CVWD)
- Electrical connection/upgrade from the Imperial Irrigation District (IID)
- National Pollutant Discharge Elimination System (NPDES) Permit from the Colorado River Regional Water Quality Control Board (RWQCB)
- Fugitive Dust Control Permit from the South Coast Air Quality Management District (SCAQMD)



Sevilla IITentative Tract Map No. 38557
Initial Study/Mitigated Negative Declaration

Regional Location

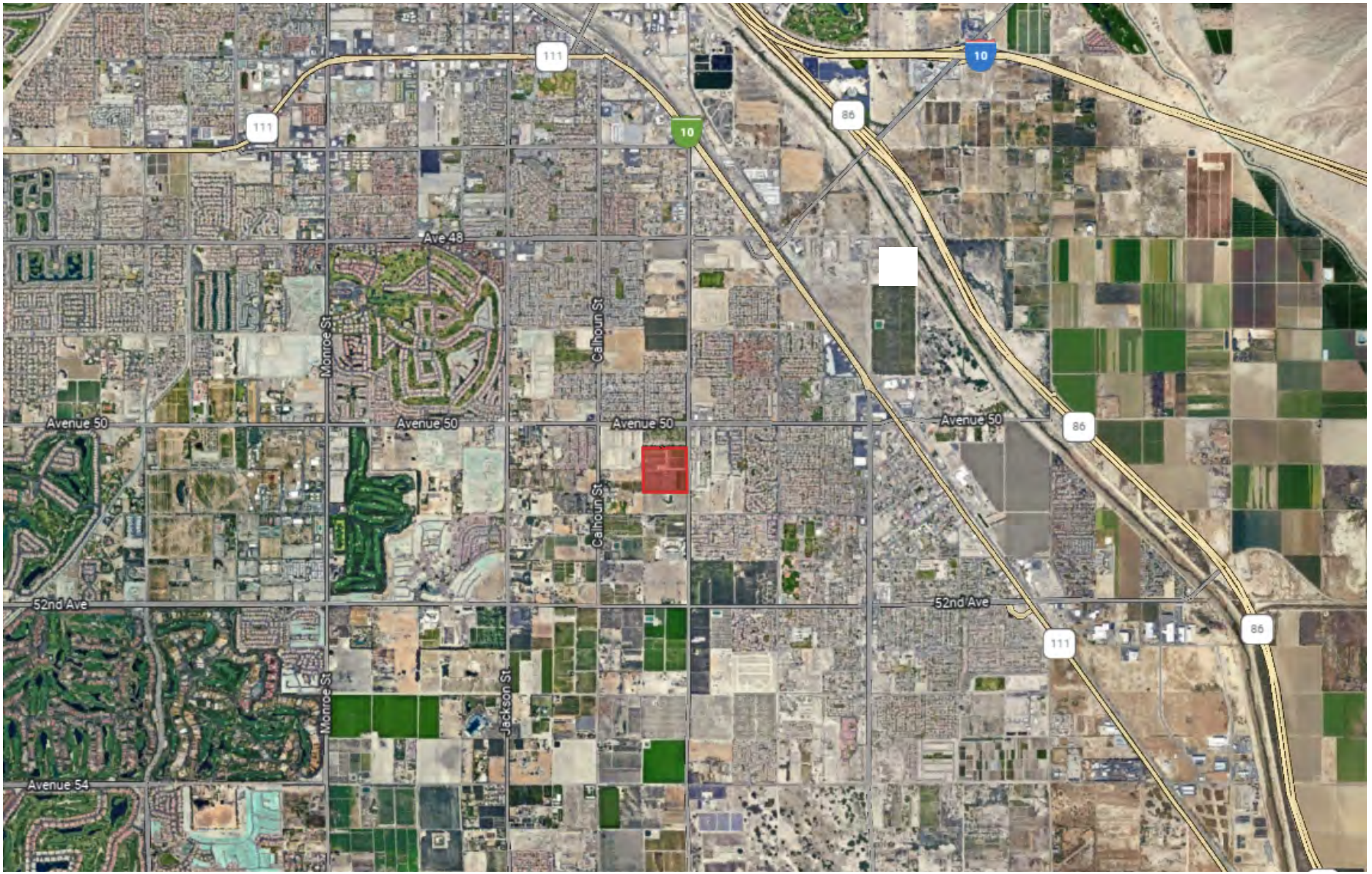
Michael Baker INTERNATIONAL

0 2.5 5 Miles

Source: ESRI Relief Map, National Highway Planning Network

Exhibit 1

This page intentionally left blank



Sevilla IITentative Tract Map No. 38557
Initial Study/Mitigated Negative Declaration

Site Vicinity

Michael Baker INTERNATIONAL

Not to Scale

Source: Michael Baker International

Exhibit 2

This page intentionally left blank

IN THE CITY OF COACHELLA, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA

TENTATIVE TRACT NO. 38557 - PRELIMINARY SITE PLOTTING

LOCATED WITHIN THE EAST HALF OF SECTION 1, T. 6 S., R. 5 E., S.B.M

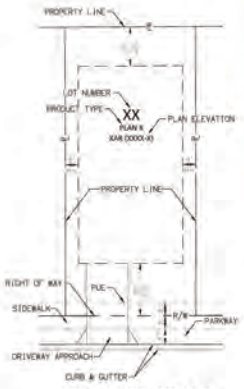
OCTOBER 11, 2022

VICINITY MAP
NOT TO SCALE

PLAN 1 (4019-1)
NTS

PLAN 2 (3823-1)
NTS

PLAN 3 (4028-2)
NTS



TYPICAL BUILDING SETBACKS
NTS

PLOT MIX

	PLAN 1A (4019-1)	27 LOTS
	PLAN 1B (4019-1)	24 LOTS
	PLAN 1C (4019-1)	28 LOTS
	TOTAL =	79 LOTS
	% OF LOTS =	38.7%
	PLAN 2A (3823-1)	18 LOTS
	PLAN 2B (3823-1)	22 LOTS
	PLAN 2C (3823-1)	24 LOTS
	TOTAL =	64 LOTS
	% OF LOTS =	31.4%
	PLAN 3A (4028-2)	22 LOTS
	PLAN 3B (4028-2)	19 LOTS
	PLAN 3C (4028-2)	20 LOTS
	TOTAL =	61 LOTS
	% OF LOTS =	29.9%
	OVERALL TOTAL	204 LOTS

LEGEND

FIRE HYDRANT	
WATER METER/LATERAL	W
WATER VALVE	W
SEWER MANHOLE	
SEWER CLEANOUT/LATERAL	
CATCH BASIN	
CURB & GUTTER	
PROPERTY LINE	
CENTERLINE	
RIGHT-OF-WAY (R/W)	
EASEMENT LINE	
PROPOSED STORM DRAIN	
PROPOSED WATER LINE	
PROPOSED SEWER LINE	
EXISTING WATER LINE	
EXISTING SEWER LINE	

Sevilla IITentative Tract Map No. 38557
Initial Study/Mitigated Negative Declaration

Michael Baker INTERNATIONAL

Not to Scale

Source: Michael Baker International

Conceptual Site Plan

Exhibit 3

This page intentionally left blank

11/4/2022 JN \\Temeca1fs1\hroot\pdata\189548\GIS\APRX\Sevilla_II_TTM38557_Natural_Resources\Sevilla_II_TTM38557_Natural_Resources.aprx

Legend

- Project Site (39.05 acres)
- Photograph Point and Direction
- Reference Point

Michael Baker INTERNATIONAL

0 125 250 Feet

Source: Nearmap (01/2022)

SEVILLA II TENTATIVE TRACT MAP NO. 38557
Initial Study/MItigated Negative Declaration

Project Site

Exhibit 4

This page intentionally left blank

Photograph 1: Standing near the northwest corner of the project site, facing east.

Photograph 2: Standing near the western boundary of the project site, facing south.

This page intentionally left blank

Photograph 3: Standing near the southwest corner of the project site, facing northeast.

Photograph 4: Standing near the southeast corner of the project site, facing northwest.

This page intentionally left blank

Photograph 5: Standing in the western portion of the project site, facing east.

Photograph 6: Standing in the center of the project site, facing southwest.

This page intentionally left blank

Photograph 7: Standing near the northern boundary of the project site, facing northeast.

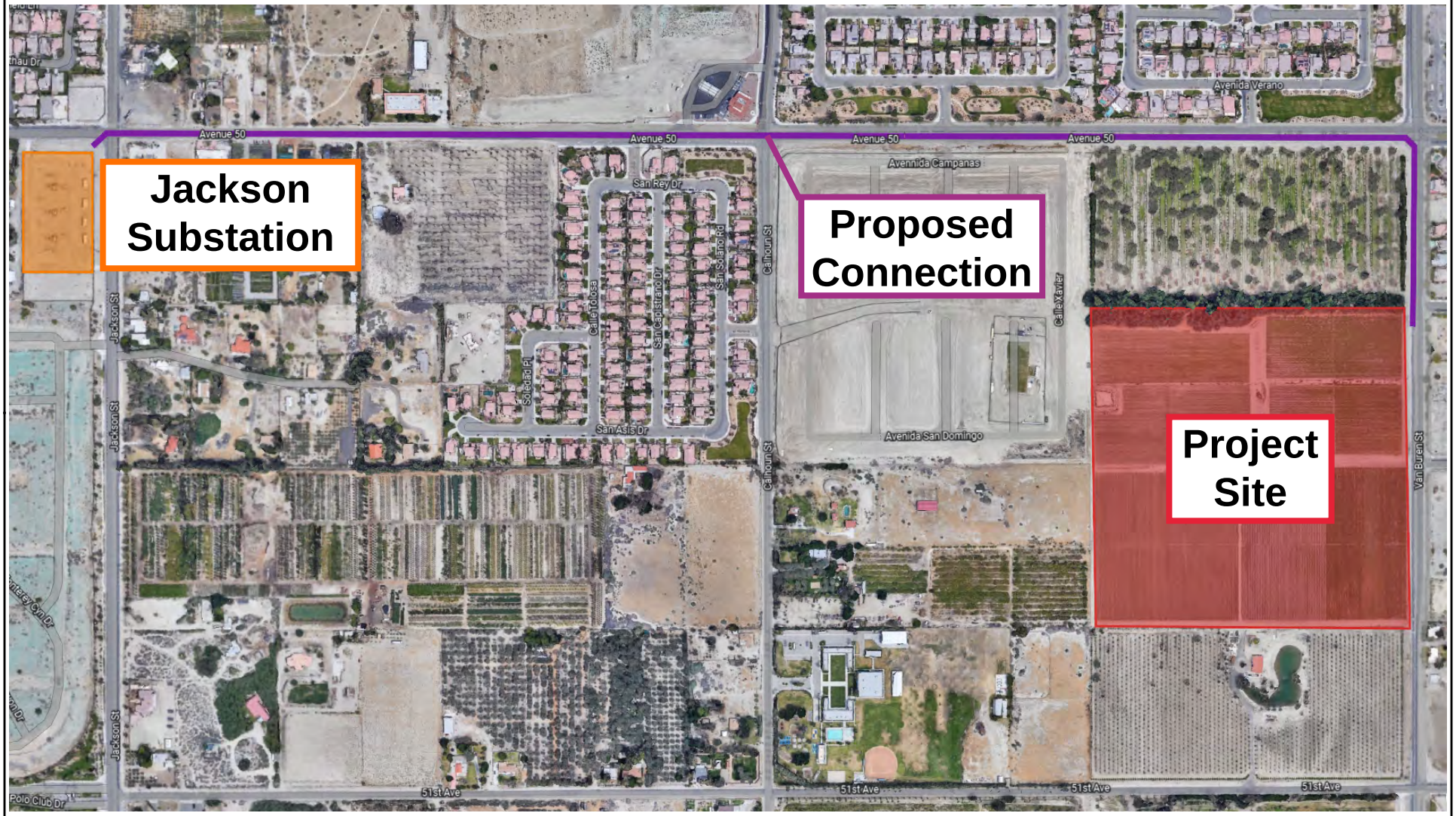
Photograph 8: Standing near the northeast corner of the project site, facing southwest.

This page intentionally left blank

Photograph 9: Standing in the southeast portion of the project site, facing west.

Photograph 10: Standing in the southwest portion of the project site, facing south.

This page intentionally left blank



Sevilla IITentative Tract Map No. 38557
Initial Study/Mitigated Negative Declaration

Michael Baker INTERNATIONAL

Not to Scale

Source: Michael Baker International

Jackson Substation Connection

Exhibit 5

This page intentionally left blank

3.0 ENVIRONMENTAL CHECKLIST

1.	**Project Title:**	Sevilla II Tentative Tract Map No. 38557 TTM 38557; CZ 22-05; CUP 372; AR 23-13; EA 22-06
2.	**Lead Agency Name and Address:**	City of Coachella 53990 Enterprise Way Coachella CA 92236
3.	**Lead Agency Contact Person and Phone Number:**	Gabriel Perez, Development Services Director / Phone: (760) 398-3502
4.	**Project Location:**	North of 51st Avenue, east of Calhoun Street, south of Avenue 50, and west of Van Buren Street (Assessor Parcel Numbers 779-280-002 and 779-320-001).
5.	**Project Applicant Name and Address:**	Pulte Group, David Dewegeli 27401 Los Altos, Suite 400 Mission Viejo, CA 92691
6.	**General Plan Designation:**	General Neighborhood
7.	**Zoning:**	General Neighborhood

8. Description of Project:

The proposed project would construct approximately 204 single family residential dwellings. Typical lots would be approximately 5,000 square feet in size. The proposed project would include pedestrian sidewalks; landscaping; an approximate 1.0-acre recreational park area; an approximate 1.37-acre water retention basin; an approximate 0.23-acre dedicated [future] well site; monument signage; and street and utility improvements. Access to the project site would be available via two entry points from Van Buren Street.

9. Surrounding Land Uses and Setting:

The project site is bordered to the north by agricultural land, to the east by residential uses; to the south by agricultural land; and to the west by both agricultural land and residential uses.

10. Other Public Agencies Whose Approval is Required:

Approval and coordination are required by the following utility agencies: Coachella Water Authority, Coachella Valley Water District, Imperial Irrigation District. In addition, permits are required by the Colorado River Regional Water Quality Control Board and South Coast Air Quality Management District.

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

In compliance with Assembly Bill 52 (AB 52), the City of Coachella distributed letters notifying each Native American Tribal government having previously requested to be on the City's AB 52 consultation list. The AB 52 letters were distributed by mail on January 12, 2023. Responses were received from Augustine Band of Cahuilla Indians (ABCI) on January 24, 2023, and Morongo Band of Mission Indians (MBMI) on March 20, 2023. The letter from the Tribal Secretary of ABCI indicated that the tribe is currently unaware of specific cultural resources that may be affected by the project. It was requested that the tribe be contacted immediately in the event that cultural resources are uncovered during project implementation. The letter from the Tribal Historic Preservation Officer of MBMI stated that the project is not within the ancestral territory and traditional use area of the Cahuilla and Serrano people of the Morongo Band of Mission Indians. Refer to ***Appendix J, Tribal Correspondence***.

3.1 Environmental Factors Potentially Affected

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

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

3.2 Lead Agency's Environmental 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 described 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.

Ron Goldman for — 8/25/03

Signature — Date

Gabriel Perez, Development Services Director — City of Coachella

Printed Name, Title — **Lead Agency**

4.0 EVALUATION OF ENVIRONMENTAL IMPACTS

4.1 Aesthetics

	Potentially Significant Impact	Less Than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
AESTHETICS: Except as provided in Public Resources Code Section 21099, would the project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☒	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

Discussion

A) Except as provided in Public Resources Code Section 21099, would the project have a substantial adverse effect on a scenic vista?

Less Than Significant Impact. The City of Coachella General Plan 2035 identifies the Indio Hills (located approximately 5 miles to the north) and the Mecca Hills (located approximately 8 miles to the southeast) as scenic backdrops providing visual quality to the area. Views of the Indio Hills are available from the project site and surrounding area. Distant views of the Santa Rosa Mountains (approximately 8 miles to the southwest) are also available from the site. Based on these distances, as well as the presence of existing residential and commercial development in the local area, the project would not block views of or from these scenic resources. Thus, the inclusion of the project within the existing viewshed would be consistent with views presently found in the project area. Additionally, the project would be subject to the City's established design guidelines and current building standards as provided in the Coachella Municipal Code

Title 16 (Subdivisions) and Title 17 (Zoning), which regulate the height and bulk of the buildings. Therefore, impacts associated with scenic vistas would be less than significant.

Mitigation Measures: None required.

B) Except as provided in Public Resources Code Section 21099, would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

No Impact. According to the California Department of Transportation (Caltrans) California Scenic Highway Mapping System,[1] the project site is not located adjacent to or near any state or county, eligible or designated scenic highway. The nearest designated scenic highway is State Route 74 (SR-74) located approximately 12 miles to the west. SR-111 is an eligible scenic highway; however, it is only eligible at the segments from Interstate 10 (I-10) near Whitewater City to SR-74 near Palm Desert and from 66th Avenue near Mecca City to Bombay Beach near the Salton Sea. The section of SR-111 that passes through Coachella City is not eligible as a scenic highway. In addition, the project site does not contain scenic resources, including trees, rock outcroppings or historic buildings. No impact to these resources would occur.

Mitigation Measures: None required.

C) Except as provided in Public Resources Code Section 21099, would the project, in non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

Less Than Significant Impact. Development of the project could result in a significant impact if it resulted in substantial degradation of the existing visual character or quality of the site and its surroundings. Degradation of visual character or quality means making substantial changes to the existing appearance of a site by constructing elements that are poorly designed or that conflict with the existing surroundings.

The project site is located in an area containing fallow agricultural uses to the north and south, existing residential development to the east, and residential uses to the west. Consistent with the proposed project, much of the surrounding area within a 1-mile radius of the project site is developed with residential neighborhoods.

[1] California Department of Transportation (Caltrans) Scenic Highway Mapping System website, https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways accessed 9-15-22.

The project involves the grading and construction of a 204-unit single-family residential development including installation of right-of-way improvements such as sidewalks, street lighting, and landscaping. The architectural design of the project would adhere to the requirements of the Coachella Municipal Code Title 16 (Subdivisions) and Title 17 (Zoning) including design standards related to building size, height, and setback, as well as landscaping, signage, and other considerations. The City's design standards ensure that land uses within an area are visually consistent with one another and their surroundings and reduce the potential for aesthetic conflict. The design specifications of development proposals are reviewed by the City to ensure compliance with all applicable provisions as set forth by the Coachella Municipal Code. As part of this review process, project plans are reviewed by City staff and the Planning Commission to ensure conformation to the Coachella Municipal Code, as well as the visual character and quality of the surrounding area.

While project implementation would change the visual quality of the project site and its surroundings, the proposed project would not degrade the visual quality of the project area because the project is designed to be visually consistent with the surrounding uses. Moreover, the project site and surrounding properties have been designated for development in the City's General Plan. Therefore, impacts associated with the existing visual character and quality would be less than significant.

Mitigation Measures: None required.

D) Except as provided in Public Resources Code Section 21099, would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Less Than Significant Impact. Existing sources of light and glare in the immediate project area include vehicle headlights traveling along Avenue 50 north of the site, and Van Buren Street immediately to the east; streetlights; and the residential developments to the east of the site. Currently, there are no existing sources of light on the project site.

Buildout of the project can be expected to generate increased levels of light and glare from exterior building lighting, required street lighting, landscape lighting, and vehicles. However, light and glare levels are expected to be consistent with existing residential developments within the surrounding environment and would be regulated by city lighting standards. The project would be designed according to Coachella Municipal Code Title 16 (Subdivisions) and Title 17 (Zoning), which set regulations for outdoor lighting on all city properties to minimize light pollution. Therefore, potential light and glare impacts associated with the proposed project would be less than significant.

Mitigation Measures: None required.

4.2 Agriculture and Forestry Resources

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

Discussion

a) Would the project 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?

Less Than Significant Impact. According to the California Department of Conservation's Farmland Mapping and Monitoring Program,[2] the project site is designated as Prime Farmland. Development of the site to a residential use would therefore result in the conversion of Prime Farmland to a nonagricultural use.

However, the General Plan designates the site for residential land use and the site is also zoned for residential development. The General Plan 2035 EIR concluded that, although the General Plan presents numerous goals and policies that would help to minimize impacts to agricultural resources, the loss of Prime Farmland, Farmland of Statewide Importance, or Unique farmland would be considered a significant and unavoidable impact as part of General Plan implementation and no feasible mitigation measures were identified regarding the loss of the City's Prime Farmland.

Instead, the General Plan presents a strategy of managing the transition from agricultural to urban uses through focused growth areas, market support, and land use controls with the intent of preventing the premature conversion of agricultural lands.[3] The General Plan identifies "subareas" in order to focus development, to accommodate the City's population growth while retaining certain subareas for agricultural use. The project site is included in Subarea 1 – West Coachella Neighborhoods. Subarea 1 contains existing single-family neighborhoods and is described with a vision for infill development of new neighborhoods in the future. Conversely, Subarea 15 – Cocopah Area and Subarea 16 – South Coachella are prioritized by the General Plan for conservation of agricultural land.

Although the project site is designated as Prime Farmland impacts would be less than significant because the project is consistent with the General Plan's direction for Subarea 1, for which the impacts to agricultural land have already been considered in the General Plan 2035 EIR, which is hereby incorporated by this reference. Additionally, the residential project is overall consistent with the City's General Plan land use designation and zoning for residential development at the site. Therefore, impacts to Prime Farmland, Unique Farmland, or Farmland of Statewide Importance are considered less than significant.

[2] California Department of Conservation website, https://maps.conservation.ca.gov/DLRP/CIFF/ accessed 9-15-22.

[3] City of Coachella General Plan 2035, Draft Environmental Impact Report, https://cityofcoachellageneralplanupdate.weebly.com/final-eir.html accessed 9-15-22.

Mitigation Measures: None required.

b) Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?

No Impact. The Williamson Act, also known as the California Land Conservation Act of 1965, allows local governments and private landowners to form contracts that restrict specific parcels of land to agricultural or related open space use. According to Section 4.2, Agricultural Resources, of the City's General Plan EIR,[4] there are approximately 1,480 acres of land in the City and its sphere of influence are under Williamson Act contracts that have not been renewed and are set to expire. The project site is not located on or adjacent to any existing zoning for agricultural use or a Williamson Act contract and has been rezoned for residential uses. Therefore, the project would not conflict with existing zoning for agricultural use or a Williamson Act contract, and no impact would occur.

Mitigation Measures: None required.

c) Would the project 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))?

No Impact. The City's General Plan does not include Forest Land or Timberland designations, nor does the City have zones for these uses. The City occurs on the Coachella Valley floor, and no forest of timber lands occur in the desert climate. As such, the site does not contain any forest land or timberland, nor is it zoned for timberland production. Therefore, the project would not conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland Production, and no impact would occur.

Mitigation Measures: None required.

d) Would the project result in the loss of forest land or conversion of forest land to non-forest use?

No Impact. The project site is currently fallow from past agricultural uses and developed with one residence and several buildings. The site does not contain forest land, as defined above. Furthermore, the project site is not zoned for forest land. Therefore, the project would not result in the loss of forest land or the conversion of forest land to non-forest use. No impact would occur.

[4] City of Coachella General Plan 2035, Draft Environmental Impact Report, https://cityofcoachellageneralplanupdate.weebly.com/final-eir.html accessed 9-15-22.

Mitigation Measures: None required.

e) Would the project 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?

Less Than Significant Impact. Refer to Response 4.2(a), above. The project site is designated as Prime Farmland and has historically been utilized as agricultural use; however, the project would not result in a significant loss of farmland because development of the project site has already been evaluated in the General Plan 2035 EIR and is consistent with the site's land use designation for residential development. Additionally, no designated forestlands are present on the project site and no impact due to the conversion of forestland to non-forest use would occur. Based upon the above, impacts relative to the conversion of farmland would be less than significant.

Mitigation Measures: None required.

4.3 Air Quality

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

This section is based on the CalEEMod Air Quality, Greenhouse Gas, and Energy outputs prepared by Michael Baker International on January 24, 2023; refer to ***Appendix B, Air Quality/ Greenhouse Gas/Energy Analysis***.

Discussion

a) Conflict with or obstruct implementation of the applicable air quality plan?

Less Than Significant Impact. The project is located within the South Coast Air Basin (Basin), which is governed by the South Coast Air Quality Management District (SCAQMD). Consistency with the SCAQMD *2022 Air Quality Management Plan* (2022 AQMP) means that a project is consistent with the goals, objectives, and assumptions set forth in the 2022 AQMP. The 2022 AQMP utilized information and data from the Southern California Association of Government (SCAG) and its *2020-2045 Regional Transportation Plan/Sustainable Communities Strategy* (2020-2045 RTP/SCS). According to the SCAQMD *CEQA Air Quality Handbook*, in order to determine consistency with 2022 AQMP, two main criteria must be addressed:

Criterion 1:

With respect to the first criterion, SCAQMD methodologies require that an air quality analysis for a project include forecasts of project emissions in relation to contributing to air quality violations and delay of attainment.

a) Would project result in an increase in the frequency or severity of existing air quality violations?

Since the consistency criteria identified under the first criterion pertains to pollutant concentrations, rather than to total regional emissions, an analysis of the project's pollutant emissions relative to localized pollutant concentrations is used as the basis for evaluating project consistency. As discussed in Response 4.3(c), localized concentrations of carbon monoxide (CO), nitrogen oxide (NO_X), particulate matter less than 10 microns in diameter (PM_{10}), and particulate matter less than 2.5 microns in diameter ($PM_{2.5}$) would be less than significant during project construction and operation. Therefore, the proposed project would not result in an increase in the frequency or severity of existing air quality violations.

b) Would the project cause or contribute to new air quality violations?

As discussed in Response 4.3(b), the proposed project would result in emissions that are below the SCAQMD thresholds. Therefore, the project would not have the potential to cause or affect a violation of the ambient air quality standards.

c) Would the project delay timely attainment of air quality standards or the interim emissions reductions specified in the AQMP?

The proposed project would result in less than significant impacts with regard to regional and localized concentrations during project construction and operation; refer to Reponses 4.3(b) and 4.3(c). As such, the project would not delay the timely attainment of air quality standards or 2022 AQMP emissions reductions.

Criterion 2:

With respect to the second criterion for determining consistency with SCAQMD and SCAG air quality policies, it is important to recognize that air quality planning within the Basin focuses on attainment of ambient air quality standards at the earliest feasible date. Projections for achieving air quality goals are based on assumptions regarding population, housing, and growth trends. Thus, the SCAQMD's second criterion for determining project consistency focuses on whether or not the proposed project exceeds the assumptions utilized in preparing the forecasts presented in the 2022 AQMP. Determining whether or not a project exceeds the assumptions reflected in the 2022 AQMP involves the evaluation of the three criteria outlined below. The following discussion provides an analysis of each these criteria.

a) Would the project be consistent with the population, housing, and employment growth projections utilized in the preparation of the AQMP?

Growth projections included in the 2022 AQMP form the basis for the projections of air pollutant emissions and are based on general plan land use designation and SCAG's 2020-2045 RTP/SCS demographics forecasts. The population, housing, and employment forecasts within the 2020-2045 RTP/SCS are based on local general plans as well as input from local governments, such as the City of Coachella. The SCAQMD has incorporated these same demographic growth forecasts for various socioeconomic categories (e.g., population, housing) into the 2022 AQMP.

Based on the General Plan, the project site is designated General Neighborhood which allows for 7-25 dwelling units per acre. The project has a proposed net density of 7.7 dwelling units per acre and is consistent with the land use designation.

The project site consists of two (2) parcels zoned (GN) General Neighborhood. This project includes a change of zone to General Neighborhood-Planned Unit Development (GN-PUD) to provide design and zoning standards for the site. The project includes a Parcel Merger to combine the two (2) parcels into one (1) parcel.

The City's population estimate as of January 1, 2022, is 42,158 persons.[5] Based on the City's average household size of 4.25[6], the 204 units would introduce up to 867 additional residents within the City. The forecast population in 2045 is 129,300 persons.[7] The project's potential impacts would be considered less than significant since the 867 additional residents represents only a 2.1 percent increase from the City's current population and are consistent with 2045 projections. Thus, the project would be consistent with the types, intensity, and patterns of land use envisioned for the site vicinity. As the SCAQMD has incorporated these same projections into the 2022 AQMP, the project would be consistent with the projections. Therefore, the project is consistent with the types, intensity, and patterns of land use envisioned for the site vicinity and would be considered consistent with the General Plan upon the City's approvals on the required change of zone. Further, the population and housing projections, which are adopted by SCAG's Regional Council, are based on the local plans and policies applicable to the City. As the SCAQMD has incorporated these same projections into the 2022 AQMP, the proposed project would be consistent with the projections.

b) Would the project implement all feasible air quality mitigation measures?

[5] State of California Department of Finance, *E-5 Population and Housing Estimates for Cities, Counties, and the State, 2021-2022 with 2020 Census Benchmark*, May 2022, https://dof.ca.gov/forecasting/demographics/estimates/e-5-population-and-housing-estimates-for-cities-counties-and-the-state-2020-2022/, accessed January 3, 2023.

[6] Ibid.

[7] Southern California Association of Governments, *2020-2045 Regional Transportation Plan/Sustainable Communities Strategy Demographics & Growth Forecast*, September 3, 2020.

The proposed project would result in less than significant air quality impacts. Compliance with all feasible emission reduction rules and measures identified by the SCAQMD would be required as identified in Responses 4.3(b) and 4.3(c). As such, the proposed project meets this 2022 AQMP consistency criterion.

c) Would the project be consistent with the land use planning strategies set forth in the AQMP?

Land use planning strategies set forth in the 2022 AQMP are primarily based on the 2020-2045 RTP/SCS. Further, in compliance with CALGreen Code, all single-family residential units of the project would be electric vehicle (EV) capable by including a listed raceway[8] within each dwelling unit to accommodate EV charging stations. This project design feature would encourage and support the use of EVs within the proposed residential development. Therefore, the project would be consistent with the actions and strategies of the 2020-2045 RTP/SCS. In addition, as discussed above, the project is consistent with the General Plan land use designation. As such, the proposed project meets this AQMP consistency criterion.

In conclusion, the determination of 2022 AQMP consistency is primarily concerned with long-term influence of a project on air quality in the Basin. The proposed project would not result in long-term impact on the region's ability to meet State and Federal air quality standards. Additionally, the proposed project would be consistent with the goals and policies of the General Plan and 2022 AQMP. Further, the proposed project's long-term influence on air quality in the Basin would also be consistent with the SCAQMD and SCAG's goals and policies and is considered consistent with the 2022 AQMP.

Mitigation Measures: None required.

b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?

Less Than Significant Impact.

Criteria Pollutants

Carbon Monoxide (CO). CO is an odorless, colorless toxic gas that is emitted by mobile and stationary sources as a result of incomplete combustion of hydrocarbons or other carbon-based fuels. In cities, automobile exhaust can cause as much as 95 percent of all CO emissions. CO replaces oxygen in the body's red blood cells. Individuals with a deficient blood supply to the heart, patients with diseases involving heart and blood vessels, fetuses (unborn babies), and patients with chronic hypoxemia (oxygen deficiency) as seen in high altitudes are most

[8] A raceway is the enclosed conduit that forms the physical pathway for electrical writing to protect it from damage.

susceptible to the adverse effects of CO exposure. People with heart disease are also more susceptible to developing chest pains when exposed to low levels of CO.

Ozone (O_3). O_3 occurs in two layers of the atmosphere. The layer surrounding the Earth's surface is the troposphere. The troposphere extends approximately 10 miles above ground level, where it meets the second layer, the stratosphere. The stratosphere (the "good" ozone layer) extends upward from about 10 to 30 miles and protects life on Earth from the sun's harmful ultraviolet rays. "Bad" O_3 is a photochemical pollutant, and needs volatile organic compounds (VOCs), NO_x, and sunlight to form; therefore, VOCs and NO_x are O_3 precursors. To reduce O_3 concentrations, it is necessary to control the emissions of these O_3 precursors. Significant O_3 formation generally requires an adequate amount of precursors in the atmosphere and a period of several hours in a stable atmosphere with strong sunlight. High O_3 concentrations can form over large regions when emissions from motor vehicles and stationary sources are carried hundreds of miles from their origins.

While O_3 in the upper atmosphere (stratosphere) protects the Earth from harmful ultraviolet radiation, high concentrations of ground-level O_3 (in the troposphere) can adversely affect the human respiratory system and other tissues. O_3 is a strong irritant that can constrict the airways, forcing the respiratory system to work hard to deliver oxygen. Individuals exercising outdoors, children, and people with pre-existing lung disease such as asthma and chronic pulmonary lung disease are considered to be the most susceptible to the health effects of O_3. Short-term exposure (lasting for a few hours) to O_3 at elevated levels can result in aggravated respiratory diseases such as emphysema, bronchitis and asthma, shortness of breath, increased susceptibility to infections, inflammation of the lung tissue, increased fatigue, as well as chest pain, dry throat, headache, and nausea.

Nitrogen Dioxide (NO_2). NO_x are a family of highly reactive gases that are a primary precursor to the formation of ground-level ozone and react in the atmosphere to form acid rain. NO_2 (often used interchangeably with NO_x) is a reddish-brown gas that can cause breathing difficulties at elevated levels. Peak readings of NO_2 occur in areas that have a high concentration of combustion sources (e.g., motor vehicle engines, power plants, refineries, and other industrial operations). NO_2 can irritate and damage the lungs and lower resistance to respiratory infections such as influenza. The health effects of short-term exposure are still unclear. However, continued or frequent exposure to NO_2 concentrations that are typically much higher than those normally found in the ambient air may increase acute respiratory illnesses in children and increase the incidence of chronic bronchitis and lung irritation. Chronic exposure to NO_2 may aggravate eyes and mucus membranes and cause pulmonary dysfunction.

Coarse Particulate Matter (PM_{10}). PM_{10} refers to suspended particulate matter, which is smaller than 10 microns or ten one-millionths of a meter. PM_{10} arises from sources such as road dust, diesel soot, combustion products, construction operations, and dust storms. PM_{10} scatters light and significantly reduces visibility. In addition, these particulates penetrate into lungs and can potentially damage the respiratory tract. On June 19, 2003, the California Air Resources Board

(CARB) adopted amendments to the Statewide 24-hour particulate matter standards based upon requirements set forth in the Children's Environmental Health Protection Act (Senate Bill 25).

Fine Particulate Matter ($PM_{2.5}$). Due to recent increased concerns over health impacts related to $PM_{2.5}$, both State and Federal $PM_{2.5}$ standards have been created. Particulate matter impacts primarily affect infants, children, the elderly, and those with pre-existing cardiopulmonary disease. In 1997, the U.S. Environmental Protection Agency (EPA) announced new $PM_{2.5}$ standards. Industry groups challenged the new standard in court and the implementation of the standard was blocked. However, upon appeal by the EPA, the United States Supreme Court reversed this decision and upheld the EPA's new standards. On January 5, 2005, the EPA published a final rule in the Federal Register that designates the basin as a nonattainment area for Federal $PM_{2.5}$ standards. On June 20, 2002, CARB adopted amendments for Statewide annual ambient particulate matter air quality standards. These standards were revised and established due to increasing concerns by CARB that previous standards were inadequate, as almost everyone in California is exposed to levels at or above the current state standards during some parts of the year, and the Statewide potential for significant health impacts associated with particulate matter exposure was determined to be large and wide-ranging.

Sulfur Dioxide (SO_2). SO_2 is a colorless, irritating gas with a rotten egg smell; it is formed primarily by the combustion of sulfur-containing fossil fuels. SO_2 is often used interchangeably with SO_x. Exposure of a few minutes to low levels of SO_2 can result in airway constriction in some asthmatics.

Volatile Organic Compounds (VOC). VOCs are hydrocarbon compounds (any compound containing various combinations of hydrogen and carbon atoms) that exist in the ambient air. VOCs contribute to the formation of smog through atmospheric photochemical reactions and may be toxic. Compounds of carbon (also known as organic compounds) have different levels of reactivity; that is, they do not react at the same speed or do not form O_3 to the same extent when exposed to photochemical processes. VOCs often have an odor, and some examples include gasoline, alcohol, and the solvents used in paints. Exceptions to the VOC designation include: CO, CO_2, carbonic acid, metallic carbides or carbonates, and ammonium carbonate. VOCs are a criteria pollutant since they are a precursor to O_3, which is a criteria pollutant. The SCAQMD uses the terms VOC and ROG interchangeably (see below).

Reactive Organic Gases (ROG). Similar to VOC, ROG are also precursors in forming O_3 and consist of compounds containing methane, ethane, propane, butane, and longer chain hydrocarbons, which are typically the result of some type of combustion/decomposition process. Smog is formed when ROG and NO_x react in the presence of sunlight. ROGs are a criteria pollutant since they are a precursor to O_3, which is a criteria pollutant.

Short-term Construction Emissions

The project involves construction activities associated with demolition, grading, building construction, paving, and architectural coating applications. The project would involve 59,039 cubic yards soil import. Depending on market conditions, building construction and associated architectural coating applications would last for up to two years. The modeling assumed that building construction and associated architectural coating applications would last for six months and three months, respectively, and that construction would conclude by the end of 2024. This assumption is conservative because construction activities would be less intensive and daily emissions would be lower when the schedule is extended. Exhaust emission factors for typical diesel-powered heavy equipment are based on the California Emissions Estimator Model version 2020.4.0 (CalEEMod) program defaults. Variables factored into estimating the total construction emissions include the level of activity, length of construction, number of pieces and types of equipment in use, site characteristics, weather conditions, number of construction personnel, and the amount of materials to be transported on- or off-site. The analysis of daily construction emissions has been prepared utilizing CalEEMod. Refer to ***Appendix B, Air Quality/Greenhouse Gas/Energy Analysis***, for the CalEEMod outputs and results. ***Table 4-1, Project-Generated Construction Emissions***, presents the anticipated daily short-term construction emissions.

Table 4-1
Project-Generated Construction Emissions

Emissions Source	Pollutant (pounds/day)[1,2]					
	ROG	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Year 1	3.89	66.26	37.32	0.21	9.77	4.16
Year 2	38.81	73.82	52.16	0.23	10.31	4.56
Maximum Daily Emissions	*38.81*	*73.82*	*52.16*	*0.23*	*10.31*	*4.56*
SCAQMD Thresholds	*75*	*100*	*550*	*150*	*150*	*55*
Threshold Exceeded?	*No*	*No*	*No*	*No*	*No*	*No*

Notes:
1. Emissions were calculated using CalEEMod version 2020.4.0. Winter emissions represent worst-case.
2. The reduction/credits for construction emissions are based on "mitigation" included in CalEEMod and are required by the SCAQMD Rules. The adjustments applied in CalEEMod includes the following: properly maintain mobile and other construction equipment; replace ground cover in disturbed areas quickly; water exposed surfaces three times daily; cover stockpiles with tarps; and limit speeds on unpaved roads to 15 miles per hour. The emissions results in this table represent the "mitigated" emissions shown in Appendix B.

Source: Refer to Appendix B for assumptions used in this analysis.

Fugitive Dust Emissions

Construction activities are a source of fugitive dust emission that may have a substantial, temporary impact on local air quality. In addition, fugitive dust may be a nuisance to those living and working in the project area. Fugitive dust emissions are associated with land clearing, ground excavation, cut-and-fill, and truck travel on unpaved roadways (including demolition as well as construction activities). Fugitive dust emissions vary substantially from day to day, depending on the level of activity, specific operations, and weather conditions. Fugitive dust from grading,

excavation and construction is expected to be short-term and would cease upon project completion. Most of this material is inert silicates, rather than the complex organic particulates released from combustion sources, which are more harmful to health.

Dust (larger than 10 microns) generated by such activities usually becomes more of a local nuisance than a serious health problem. Of particular health concern is the amount of PM_{10} generated as part of fugitive dust emissions. PM_{10} poses a serious health hazard alone or in combination with other pollutants. $PM_{2.5}$ is mostly produced by mechanical processes. These include automobile tire wear, industrial processes such as cutting and grinding, and re-suspension of particles from the ground or road surfaces by wind and human activities such as construction or agriculture. $PM_{2.5}$ is mostly derived from combustion sources, such as automobiles, trucks, and other vehicle exhaust, as well as from stationary sources. These particles are either directly emitted or are formed in the atmosphere from the combustion of gases such as NO_X and SO_X combining with ammonia. $PM_{2.5}$ components from material in the Earth's crust, such as dust, are also present, with the amount varying in different locations.

The project would implement required SCAQMD dust control techniques (i.e., daily watering), limitations on construction hours, and adhere to SCAQMD Rules 402 and 403 (which require watering of inactive and perimeter areas, track out requirements, etc.), to reduce PM_{10} and $PM_{2.5}$ concentrations. As depicted in ***Table 4-1***, total PM_{10} and $PM_{2.5}$ emissions would not exceed the SCAQMD thresholds during construction. Thus, PM_{10} and $PM_{2.5}$ emissions impacts associated with project construction would be less than significant.

Construction Equipment and Worker Vehicle Exhaust

Exhaust emissions from construction activities include emissions associated with the transport of machinery and supplies to and from the project site, construction worker commutes to the project site, emissions produced on-site as the equipment is used, and emissions from trucks transporting materials to/from the site. As presented in ***Table 4-1***, construction equipment and worker vehicle exhaust emissions (i.e., ROG, NO_X, CO, SO_2, PM_{10}, and $PM_{2.5}$) would not exceed the established SCAQMD thresholds for all criteria pollutants. Therefore, impacts in this regard would be less than significant.

ROG Emissions

In addition to gaseous and particulate emissions, the application of asphalt and surface coatings creates ROG emissions, which are O_3 precursors. In accordance with the methodology prescribed by the SCAQMD, ROG emissions associated with paving and architectural coating have been quantified with CalEEMod. As required by SCAQMD Regulation XI, Rule 1113, *Architectural Coating*, all architectural coatings would comply with specifications on painting practices as well as regulation on the ROG content of paint.[9] ROG emissions associated with the proposed project would be less than significant.

[9] South Coast Air Quality Management District, *Rule 1113 Architectural Coatings*, http://www.aqmd.gov/docs/default-source/rule-book/reg-xi/r1113.pdf, accessed January 3, 2023.

Total Daily Construction Emissions

As indicated in ***Table 4-1***, criteria pollutant emissions during construction of the proposed project would not exceed the SCAQMD significance thresholds. Thus, total construction related air emissions would be less than significant.

Naturally Occurring Asbestos

Asbestos is a term used for several types of naturally occurring fibrous minerals that are a human health hazard when airborne. The most common type of asbestos is chrysotile, but other types such as tremolite and actinolite are also found in California. Asbestos is classified as a known human carcinogen by State, Federal, and international agencies and was identified as a toxic air contaminant by CARB in 1986.

Asbestos can be released from serpentinite and ultramafic rocks when the rock is broken or crushed. At the point of release, the asbestos fibers may become airborne, causing air quality and human health hazards. These rocks have been commonly used for unpaved gravel roads, landscaping, fill projects, and other improvement projects in some localities. Asbestos may be released to the atmosphere due to vehicular traffic on unpaved roads, during grading for development projects, and at quarry operations. All of these activities may have the effect of releasing potentially harmful asbestos into the air. Natural weathering and erosion processes can act on asbestos bearing rock and make it easier for asbestos fibers to become airborne if such rock is disturbed. According to the California Department of Conservation Division of Mines and Geology, serpentinite and ultramafic rocks are not known to occur within the project area.[10] Thus, no impacts would occur in this regard.

Long-term Operational Emissions

Long-term operational air quality impacts consist of mobile source emissions generated from project-related traffic and emissions from area and energy sources. As a conservative analysis, the emissions from existing uses on-site are not quantified and not deducted from the project emissions. Emissions associated with each source are detailed in ***Table 4-2, Project-Generated Operational Emissions***, and discussed below.

[10] California Department of Conservation Division of Mines and Geology, *A General Location Guide for Ultramafic Rocks in California – Areas More Likely to Contain Naturally Occurring Asbestos Report*, August 2000.

Table 4-2

Project-Generated Operational Emissions

Emissions Source	Pollutant (pounds/day)[1]					
	ROG	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Project Summer Emissions						
Area	8.95	3.24	18.11	0.02	0.34	0.34
Energy	0.17	1.46	0.62	<0.01	0.12	0.12
Mobile	5.56	5.83	55.90	0.13	14.09	3.81
Total Summer Emissions[2]	*14.69*	*10.53*	*74.64*	*0.16*	*14.55*	*4.27*
SCAQMD Threshold	*55*	*55*	*550*	*150*	*150*	*55*
Threshold Exceeded?	*No*	*No*	*No*	*No*	*No*	*No*
Project Winter Emissions						
Area	8.95	3.24	18.11	0.02	0.34	0.34
Energy	0.17	1.46	0.62	<0.01	0.12	0.12
Mobile	5.36	6.26	54.02	0.12	14.09	3.81
Total Winter Emissions[2]	*14.49*	*10.96*	*72.75*	*0.15*	*14.55*	*4.27*
SCAQMD Threshold	*55*	*55*	*550*	*150*	*150*	*55*
Threshold Exceeded?	*No*	*No*	*No*	*No*	*No*	*No*

Notes:
1. Emissions were calculated using CalEEMod version 2020.4.0.
2. The numbers may be slightly off due to rounding.

Source: Refer to Appendix B for assumptions used in this analysis.

Area Source Emissions

Area source emissions would be generated due to an increased demand for natural gas, consumer products, area architectural coatings, and landscaping equipment associated with the development of the proposed project. As shown in ***Table 4-2***, area source emissions during both summer and winter would not exceed established SCAQMD thresholds. Impacts would be less than significant in this regard.

Energy Source Emissions

Energy source emissions would be generated as a result of electricity and natural gas (non-hearth) usage associated with the proposed project. The primary use of electricity and natural gas by the project would be for space heating and cooling, water heating, ventilation, lighting, appliances, and electronics. Energy source emissions during both summer and winter would not exceed established SCAQMD thresholds; refer to ***Table 4-2***. Impacts in this regard would be less than significant.

Mobile Source Emissions

Mobile sources are emissions from motor vehicles, including tailpipe and evaporative emissions. Depending upon the pollutant being discussed, the potential air quality impact may be of either regional or local concern. For example, ROG, NO_X, SO_X, PM_{10}, and $PM_{2.5}$ are all pollutants of

regional concern (NO_X and ROG react with sunlight to form O_3 [photochemical smog], and wind currents readily transport SO_X, PM_{10}, and $PM_{2.5}$). However, CO tends to be a localized pollutant, dispersing rapidly at the source.

The mobile source emissions were calculated using the trip generation data provided in the *TTM 38577 Sevilla II, Transportation Analysis Scoping Agreement* (Traffic Scoping Agreement), prepared by Michael Baker International, dated October 31, 2022. According to the Traffic Scoping Agreement, the proposed project would generate approximately 1,944 average daily trips. As shown in ***Table 4-2***, emissions generated by vehicle traffic associated with the project would not exceed established SCAQMD thresholds. Impacts from mobile source emissions would be less than significant.

Total Operational Emissions

As shown in ***Table 4-2***, the total operational emissions for both summer and winter would not exceed established SCAQMD thresholds. Therefore, impacts in this regard would be less than significant.

Air Quality Health Impacts

Adverse health effects induced by criteria pollutant emissions are highly dependent on a multitude of interconnected variables (e.g., cumulative concentrations, local meteorology and atmospheric conditions, and the number and character of exposed individual [e.g., age, gender]). In particular, O_3 precursors, VOCs and NO_X, affect air quality on a regional scale. Health effects related to O_3 are therefore the product of emissions generated by numerous sources throughout a region. Existing models have limited sensitivity to small changes in criteria pollutant concentrations, and, as such, translating project-generated criteria pollutants to specific health effects or additional days of nonattainment would produce meaningless results. In other words, the project's less than significant increases in regional air pollution from criteria air pollutants would have nominal or negligible impacts on human health.

As noted in the Brief of Amicus Curiae by the SCAQMD (dated April 6, 2015) for the *Sierra Club vs. County of Fresno*, the SCAQMD acknowledged it would be extremely difficult, if not impossible to quantify health impacts of criteria pollutants for various reasons including modeling limitations as well as where in the atmosphere air pollutants interact and form. Further, as noted in the Brief of Amicus Curiae by the San Joaquin Valley Air Pollution Control District (SJVAPCD) (dated April 13, 2015) for the *Sierra Club vs. County of Fresno*, SJVAPCD acknowledged that currently available modeling tools are not equipped to provide a meaningful analysis of the correlation between an individual development project's air emissions and specific human health impacts.

The SCAQMD acknowledges that health effects quantification from O_3, as an example, is correlated with the increases in ambient level of O_3 in the air (concentration) that an individual person breathes. The SCAQMD's Brief of Amicus Curiae states that it would take a large amount of additional emissions to cause a modeled increase in ambient O_3 levels over the entire region.

The SCAQMD states that based on their own modeling in the SCAQMD's *2012 Air Quality Management Plan*, a reduction of 432 tons (864,000 pounds) per day of NO_X and a reduction of 187 tons (374,000 pounds) per day of VOCs would reduce O_3 levels at highest monitored sites by only nine parts per billion. As such, the SCAQMD concludes that it is not currently possible to accurately quantify O_3-related health impacts caused by NO_X or VOC emissions from relatively small projects (defined as projects with regional scope) due to photochemistry and regional model limitations. Thus, as the project would not exceed SCAQMD thresholds for construction and operational air emissions, the project would have a less than significant impact for air quality health effects.

Mitigation Measures: None required.

c) Expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact. Sensitive receptors are defined as facilities or land uses that include members of the population that are particularly sensitive to the effects of air pollutants, such as children, the elderly, and people with illnesses. Examples of these sensitive receptors are residences, schools, hospitals, and daycare centers. The CARB has identified the following groups of individuals as those most likely to be affected by air pollution: the elderly over 65, children under 14, athletes, and persons with cardiovascular and chronic respiratory diseases such as asthma, emphysema, and bronchitis.

The nearest sensitive receptors are single-family residences located approximately 80 feet east of the proposed project site. To identify impacts to sensitive receptors, the SCAQMD recommends addressing localized significance thresholds for construction and operational impacts (stationary source only).

Localized Significance Thresholds

Localized Significance Thresholds (LSTs) were developed in response to SCAQMD Governing Boards' Environmental Justice Enhancement Initiative (I-4). The SCAQMD provided the *Final Localized Significance Threshold Methodology* (dated June 2003 [revised 2008]) for guidance. The LST methodology assists lead agencies in analyzing localized air quality impacts. The SCAQMD provides the LST lookup tables for one-, two-, and five-acre projects emitting CO, NO_X, $PM_{2.5}$, and/or PM_{10}. The project is located within Source Receptor Area (SRA) 30, Coachella Valley.

Construction LST

The SCAQMD's guidance on applying CalEEMod to LSTs specifies the number of acres a particular piece of equipment would likely disturb per day.[11] According to CalEEMod output, the project would actively disturb an average of approximately three acres per day. Therefore, the LST

[11] The number of acres represent the total acres traversed by grading equipment. In order to properly grade a piece of land, multiple passes with equipment may be required. The disturbance acreage is based on the equipment list and days of the grading phase according to the anticipated maximum number of acres a given piece of equipment can pass over in an 8-hour workday.

thresholds for two-acre were conservatively utilized for the construction LST analysis. The closest sensitive receptors to the project site are single-family residences located approximately 80 feet to the east of the project site. These sensitive land uses may be potentially affected by air pollutant emissions generated during on-site construction activities. LST thresholds are provided for distances to sensitive receptors of 25, 50, 100, 200, and 500 meters. As the nearest sensitive receptor is located approximately 80 feet (24 meters) from the planned construction area, the LST values for 25 meters were used.

Table 4-3, Localized Construction Emissions Significance, shows the localized construction-related emissions for NO_x, CO, $PM_{2.5}$, and PM_{10} compared to LSTs for SRA 30. It is noted that the localized emissions presented in ***Table 4-2*** are less than those in ***Table 4-1*** because localized emissions include only on-site emissions (e.g., from construction equipment and fugitive dust) and do not include off-site emissions (e.g., from hauling activities). As shown in ***Table 4-3***, the project's localized construction emissions would not exceed the LSTs for SRA 30. Therefore, the localized significance impacts from project-related construction activities would be less than significant.

Operations LST

According to SCAQMD LST methodology, LSTs would apply to operational activities if the project includes stationary sources or attracts mobile sources that may spend extended periods queuing and idling at the site (e.g., warehouse or transfer facilities). The proposed project is a residential development and would not attract mobile sources that may queue or idle on-site for extended periods of time. Thus, due to the lack of such emissions, no long-term LST analysis is needed. Operational LST impacts would be less than significant in this regard.

Table 4-3
Localized Construction Emissions Significance

Source[1]	Pollutant (pounds/day)			
	NO_X	CO	PM_{10}	$PM_{2.5}$
Year 1[2]	34.52	28.05	4.92	2.68
Year 2[2]	32.38	27.72	4.83	2.60
Maximum Daily Emissions	*34.52*	*28.05*	*4.92*	*2.68*
Localized Significance Threshold[3]	191	1,299	7	5
Thresholds Exceeded?	*No*	*No*	*No*	*No*

Notes:
1. The reduction/credits for construction emissions are based on "mitigation" included in CalEEMod and are required by the SCAQMD Rules. The "mitigation" applied in CalEEMod includes the following: properly maintain mobile and other construction equipment; replace ground cover in disturbed areas quickly; water exposed surfaces three times daily; cover stockpiles with tarps; water all haul roads twice daily; and limit speeds on unpaved roads to 15 miles per hour. The emissions results in this table represent the "mitigated" emissions shown in Appendix B.
2. Maximum on-site daily emissions occur during grading phase for NO_X, CO, PM_{10}, and $PM_{2.5}$ in Year 1 and Year 2.
3. The Localized Significance Threshold (LST) was determined using Appendix C of the SCAQMD's *Final Localized Significant Threshold Methodology* guidance document for pollutants NO_X, CO, *PM_{10}*, and $PM_{2.5}$. The LST was based on the anticipated daily acreage disturbance for construction (three acres per day, but round down to use two-acre threshold as a conservative analysis) and distance to sensitive receptor (25 meters) for SRA 30, Coachella Valley.

Source: Refer to Appendix B for assumptions used in this analysis.

Carbon Monoxide Hotspots

CO emissions are a function of vehicle idling time, meteorological, and traffic flow. Under certain extreme meteorological conditions, CO concentrations near a congested roadway or intersection may reach unhealthful levels (e.g., adversely affecting residents, school children, hospital patients, and the elderly).

The Basin is designated as an attainment/maintenance area for the Federal CO standards and an attainment area under State standards. There has been a decline in CO emissions even though vehicle miles traveled (VMT) on U.S. urban and rural roads have increased; estimated anthropogenic CO emissions have decreased 68 percent between 1990 and 2014. In 2014, mobile sources accounted for 82 percent of the nation's total anthropogenic CO emissions.[12] Three major control programs have contributed to the reduced per-vehicle CO emissions, including exhaust standards, cleaner burning fuels, and motor vehicle inspection/maintenance programs.

According to the SCAQMD *CEQA Air Quality Handbook*, a potential CO hotspot may occur at any location where the background CO concentration already exceeds 9.0 parts per million (ppm), which is the 8-hour California ambient air quality standard. The closest monitoring station to the project site that monitors CO concentration is the Palm Spring – Fire Station (590 E Racquet Club Avenue, Palm Springs, California, 92262), located approximately 23 miles northwest of the project site. The maximum CO concentration at the Palm Spring -- Fire Station was measured at 0.762 ppm in 2022.[13] Given that the background CO concentration does not currently exceed 9.0 ppm, a CO hotspot would not occur at the project site. Therefore, CO hotspot impacts would be less than significant in this regard.

Mitigation Measures: None required.

d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Less Than Significant Impact. According to the SCAQMD CEQA Air Quality Handbook, land uses associated with odor complaints typically include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. The proposed project does not include any uses identified by the SCAQMD as being associated with odors.

Construction activities associated with the project may generate detectable odors from heavy-duty equipment exhaust and architectural coating. However, construction-related odors would

[12] U.S. Environmental Protection Agency, *Carbon Monoxide Emissions*, https://cfpub.epa.gov/roe/indicator_pdf.cfm?i=10, accessed January 4, 2023.

[13] California Air Resources Board, *Air Quality Data*, https://www.arb.ca.gov/aqmis2/aqdselect.php?tab=specialrpt, accessed January 4, 2023.

be short-term in nature and cease upon project completion. In addition, the project would be required to comply with the California Code of Regulations, Title 13, Sections 2449(d)(3) and 2485, which minimizes the idling time of construction equipment either by requiring equipment to be shut off when not in use or limiting idling time to no more than five minutes. Compliance with these existing regulations would further reduce the detectable odors from heavy-duty equipment exhaust. The project would also be required to comply with the SCAQMD Regulation XI, Rule 1113 – *Architectural Coating*, which would minimize odor impacts from ROG emissions during architectural coating. Any odor impacts to existing adjacent land uses would be short-term and negligible. As such, the project would not result in other emissions, such as those leading to odors adversely affecting a substantial number of people. Impacts would be less than significant.

Mitigation Measures: None required.

4.4 Biological Resources

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

This section is a summary of the findings within the *Biological Resources Assessment and CVMSHCP Consistency Analysis for Sevilla II Tentative Tract Map No. 38557* prepared for the

project by Michael Baker International in 2022; refer to ***Appendix C, Biological Habitat Assessment*** of this IS/MND.

Discussion

A Biological Habitat Assessment and CVMSHCP Consistency Analysis (Habitat Assessment) was conducted to characterize existing site conditions and assess the probability of occurrence of special-status[14] plant and wildlife species that could pose a constraint to implementation of the proposed project. The project site is currently vacant with generally flat topography and natural communities comprised of sandy soils that are disturbed due to the site's previous agricultural uses. Land uses in the immediate vicinity of the project site include vacant, undeveloped land, remnant agricultural land, and single-family residential development. One (1) vegetation community was observed and mapped within the boundaries of the project site during the field survey: tamarisk thicket.

No drainage features or potential wetland features were observed on or within the vicinity of the project site during the field survey.

The project site is located within the boundaries of the Coachella Valley Multiple Species Habitat Conservation Plan (CVMSHCP) Area but is not located within or adjacent to a designated Conservation Areas, Preserves, Cores, or Linkages.

a) Would the project 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 Wildlife or U.S. Fish and Wildlife Service?

Less than Significant Impact with Mitigation Incorporated. No special-status plant species were observed within the project site during the Biological Habitat Assessment. Based on the results of the field survey and a review of specific habitat preferences, distributions, and elevation ranges, no special-status plant species are expected to occur within the project site.

No special-status wildlife species were observed within the project site during the field survey. Based on the results of the field survey and a review of specific habitat preferences, occurrence records, known distributions, and elevation ranges, Michael Baker determined that the project site also has a moderate potential to support burrowing owl (*Athene cunicularia*; a State SSC). The project site is located near existing residential and commercial developments and several utility poles are located along nearby roadways that could provide perching opportunities for

[14] As used in the Habitat Assessment, "special-status" refers to plant and wildlife species that are Federally-/State-listed, proposed, or candidates; plant species that have been designated a California Rare Plant Rank by the California Native Plant Society; wildlife species that are designated by the California Department of Fish and Wildlife as Fully Protected, Species of Special Concern, or Watch List species; State/locally rare vegetation communities, and species covered under the Coachella Valley Multiple Species Habitat Conservation Plan/Natural Community Conservation Plan.

predatory raptors. With implementation of Mitigation Measures BIO-1 and BIO-2, impacts to burrowing owls and nesting birds would be reduced to less than significant levels.

Mitigation Measures:

BIO-1 **Pre-Construction Nesting Bird Clearance Survey:** If project-related activities are to be initiated during the nesting season (January 1 to August 31), the Applicant shall conduct a pre-construction nesting bird clearance survey by a qualified biologist no more than three (3) days prior to the start of any vegetation removal or ground disturbing activities. The qualified biologist shall survey all suitable nesting habitat within the project impact area, and areas within a biologically defensible buffer zone surrounding the project impact area. If no active bird nests are detected during the clearance survey, project activities may begin, and no additional avoidance and minimization measures shall be required. If an active bird nest is found, the species shall be identified, and a "no-disturbance" buffer shall be established around the active nest. The size of the "no-disturbance" buffer shall be increased or decreased based on the judgement of the qualified biologist and level of activity and sensitivity of the species. The qualified biologist shall periodically monitor any active bird nests to determine if project-related activities occurring outside the "no-disturbance" buffer disturb the birds and if the buffer should be increased. Once the young have fledged and left the nest, or the nest otherwise becomes inactive under natural conditions, project activities within the "no-disturbance" buffer may occur following an additional survey by the qualified biologist to search for any new bird nests in the restricted area.

BIO-2 **Burrowing Owl Pre-Construction Clearance Surveys:** Within 30 days prior to initiating ground disturbance or vegetation removal activities, the Applicant shall conduct a clearance survey by a qualified biologist to confirm that burrowing owls remain absent, and impacts do not occur to any occupied burrows that may be located on or within 500 feet of the project site. In accordance with the Staff Report on Burrowing Owl Mitigation (Department of Fish and Game, 2012), one pre-construction clearance survey shall be conducted within 30 days prior to any ground disturbance or vegetation removal activities. Documentation of the surveys and findings shall be provided to the City of Coachella for review prior to initiating project activities. If no burrowing owls or occupied burrows are detected, project-related activities may begin. If an occupied burrow is detected, the qualified biologist shall flag the location and establish a "no-disturbance" buffer around the burrow in accordance with the CVMSHCP and contact CDFW to determine the appropriate method of relocation, such as eviction/passive relocation or active relocation.

If an occupied burrow is found outside, but within 500 feet, of the development footprint, the qualified biologist shall establish a "no-disturbance" buffer around the burrow location(s). The size of the "no-disturbance" buffer shall be determined in

consultation with CDFW and be based on the species status (i.e., breeding, non-breeding) and proposed level of disturbance. If an occupied burrow is found within the development footprint and cannot be avoided, the qualified biologist shall flag the location and establish a "no-disturbance" buffer around the burrow in accordance with Section 4.4 of the CVMSHCP and contact CDFW to determine the appropriate method of relocation, such as eviction/passive relocation or active relocation.

b) Would the project 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 Wildlife or US Fish and Wildlife Service?

No Impact. No potential drainage features, such as rivers or streams, were observed on or within the vicinity of the project site during the Habitat Assessment. As such, the project would not result in impacts to state or federal jurisdictional features and regulatory approvals from the USACE, RWQCB, or CDFW would not be required. There would be no impact.

Mitigation Measures: None required.

c) Would the project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

No Impact. Potential wetland features were not observed on or within the vicinity of the project site during the Habitat Assessment field survey. Furthermore, Michael Baker Biologists conducted a literature review and records search for special-status species, habitat linkages, corridors, geological features, and soil types. No record of state or federally protected wetlands were discovered in the literature review nor the field survey. Because no such wetlands are present, the project would not result in impacts to state or federal wetlands.

Mitigation Measures: None required.

d) Would the project 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?

Less than Significant Impact. The project site is not adjacent to, or nearby, a Conservation Area as established by the CVMSHCP or any other established wildlife corridors. Project activities are not expected to impede wildlife movement through the area. A less than significant impact would occur.

Mitigation Measures: None required.

e) Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Less than Significant Impact. The City is a Permittee under the Coachella Valley Multiple Species Habitat Conservation Plan (CVMSHCP). As such, the City established a Local Development Mitigation Fee. To assist in providing revenue for the conservation of lands necessary to implement the CVMSHCP, each project in the City must pay into the Local Development Mitigation Fee.[15] With payment of the Local Development Mitigation Fee, the project would be fully consistent with the biological goals and objectives of the CVMSHCP and no further avoidance, minimization, or mitigation measures would be required. A less than significant impact would occur.

Mitigation Measures: None required.

f) Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

Less than Significant Impact. The project site is located within the boundaries of the CVMSHCP Area, but is not located within any Conservation Areas, Preserves, Cores, or Linkages. The project is not listed as a planned "Covered Activity" under the published CVMSHCP but is still considered to be a current Covered Activity pursuant to Section 7.1 of the CVMSHCP.[16] With payment of the Local Development Mitigation Fee and completion of the pre-construction clearance surveys for nesting birds and burrowing owls, the project would be fully consistent with the biological goals and objectives of the CVMSHCP and no further avoidance, minimization, or mitigation measures would be required. A less than significant impact would occur.

Mitigation Measures: None required.

[15] Coachella Municipal Code, Ordinance No. 1029, adopted September 2011.

[16] Covered Activities are defined as certain activities carried out or conducted by Permittees, Participating Special Entities, Third Parties Granted Take Authorization and others within the CVMSHCP Area, as described in Section 7 of the CVMSHCP, that will receive Take Authorization under the Section 10(a) Permit and the Natural Community Conservation Plan Permit, provided these activities are otherwise lawful.

4.5 Cultural Resources

	Potentially Significant Impact	Less Than Significant Impact 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 pursuant to § 15064.5?	☐	☐	☐	☒
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	☐	☒	☐	☐
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	☐	☒	☐	☐

The *Cultural and Paleontological Resources Identification Memorandum for the Sevilla II Project* was prepared by Michael Baker International in December 2022; refer to ***Appendix D, Cultural and Paleontological Resources Memorandum***. The cultural and paleontological resources memo included an Eastern Information Center (EIC) records search, literature and historical map review, Coachella Valley History Museum consultation, Sacred Lands File search, built environment and archaeological field surveys, California Register of Historical Resources (California Register) evaluation of 50503 Van Buren Street, and buried archaeological site sensitivity analysis to determine if the project area contains historical resources that may be impacted by the project.

Discussion

a) Would the project cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?

No Impact. Historic resources generally consist of buildings, structures, improvements, and remnants associated with a significant historic event or person(s) and/or have a historically significant style, design, or achievement. Damaging or demolition of historic resources is typically considered to be a significant impact. Impacts to historic resources can occur through direct impacts, such as destruction or removal, and indirect impacts, such as a change in the setting of a historic resource.

Based on the cultural and paleontological resources memo, the EIC records search, literature and historical map review, historical society consultation, field surveys, and California Register evaluation no historical or archaeological resources were identified within the project area. The

EIC records search indicated that two cultural resource studies have been conducted within the project area, but these did not include pedestrian surveys of the site. A total of 23 additional studies have been conducted within a half-mile search radius of the project site, resulting in the recording of 12 cultural resources within this radius. None of these resources are located within or adjacent to the project site. Furthermore, the site's sensitivity for cultural resources is considered low due to soil age, a lack of previously recorded archaeological sites within the project area and vicinity, previous disturbances in the project area, and the lack of perennial surface water. As such, project implementation would not result in impacts to historical resources.

Mitigation Measures: None required.

b) Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?

Less than Significant Impact with Mitigation Incorporated. Archaeological sites are locations that contain resources associated with former human activities, and may contain such resources as human skeletal remains, waste from tool manufacture, tool concentrations, and/or discoloration or accumulation of soil or food remains. As stated previously, a records search and field survey did not identify any cultural resources, including prehistoric or historic archaeological sites, within the project site. However, ground disturbing activities have the potential to reveal buried deposits not observed on the surface during previous surveys. To minimize potential impacts to archeological resources, Mitigation Measure CUL-1 requires constructional personnel to undergo training by a qualified archaeologist. The purpose of the training would be to familiarize construction personnel with the relevant legal context for cultural resources of the project, and with the types of cultural sites, features, and artifacts that could be uncovered during construction activities. Additionally, Mitigation Measure CUL-2 outlines actions that must be taken in the event of an inadvertent discovery of resources. If a cultural resource is discovered, work must be temporarily halted and a qualified archaeologist must be contacted to evaluate and recommend proper treatment for the resource. With the incorporation of Mitigation Measures CUL-1 and CUL-2, impacts to archaeological resources would be less than significant.

Mitigation Measures:

CUL-1 **Cultural Resources Worker Training:** Prior to commencement of ground-disturbing activities within the project area, the Applicant shall retain a qualified professional archaeologist who meets the Secretary of the Interior's Standards for Archaeology. The qualified professional archaeologist shall conduct a training session and provide printed material to be presented to construction personnel. The purpose of this training and accompanying materials will be to familiarize construction personnel with the relevant legal context for cultural resources of the project, and with the types of cultural sites, features, and artifacts that could be uncovered during construction

activities. This training session will be conducted before beginning construction and will be repeated as needed as construction crews change.

CUL-2 **Archaeological Resources Inadvertent Discovery:** If archaeological material is uncovered in the course of ground-disturbing activities, work will be temporarily halted in the immediate vicinity of the find (within a 60-foot buffer) and the project applicant shall contact the qualified professional archaeologist to evaluate the significance of the find and recommend appropriate treatment for the resource in accordance with California PRC §21083.2(i) and the provisions of CEQA. The qualified professional archaeologist shall have the authority to modify the no-work radius as appropriate, using professional judgment.

The following shall apply:

- If the qualified professional archaeologist determines the find does not represent a cultural resource, work may resume, and no agency notifications are required. A record of the qualified professional archaeologist's determination shall be made in writing to the City.

- If the qualified professional archaeologist finds that the find represents a cultural resource and is considered potentially eligible for listing on the California Register, the City shall be notified as soon as feasible. Based upon the archaeologist's recommendations, the City shall determine whether the resource meets the significance criteria for inclusion in the California Register. If the resource is determined to be significant, avoidance must be considered. If avoidance is not feasible, then the qualified professional archaeologist shall prepare and implement appropriate treatment measures for the resource. The treatment measures may consist of data recovery excavation of a statistically significant part of those portions of the site that will be damaged or destroyed by the project. Working with the qualified professional archaeologist's recommendations and in consultation with the tribes, the City shall determine the significance and appropriate treatment of the find. Work cannot resume within the no-work radius until the City, through consultation as appropriate, determines that the find is either not eligible for the CRHR, or that appropriate treatment measures have been completed to the satisfaction of the City.

- Additionally, if the resource is prehistoric or historic-era and of Native American origin, as determined by a qualified professional archaeologist, then those Native American tribes that have requested consultation on the project pursuant to California PRC §21080.3.1 shall be notified of the find, and shall consult on the eligibility of the resource and the appropriate treatment measures.

c) Would the project disturb any human remains, including those interred outside of dedicated cemeteries?

Less than Significant Impact with Mitigation Incorporated. The project site has historically supported agricultural uses and is not located on or near an existing cemetery. However, ground-disturbing activities during construction may uncover previously unknown buried human remains. In the event that human remains are found, the remains would require proper treatment in accordance with applicable laws. State of California Public Resources Health and Safety Code Section 7050.5 through 7055 describe the general provisions for human remains. Specifically, Health and Safety Code Section 7050.5 describes the requirements if any human remains are accidentally discovered during excavation of a site. As required by State law, the requirements and procedures set forth in Section 5097.98 of the California Public Resources Code would be implemented, including notification of the County Coroner and, if applicable, notification of the Native American Heritage Commission and consultation with the individual identified by the Native American Heritage Commission to be the most likely descendant. If human remains are found during excavation, excavation must cease in the vicinity of the find and any area that is reasonably suspected to overlay adjacent remains until the County Coroner has been notified, the remains have been investigated, and appropriate recommendations have been made for the treatment and disposition of the remains. Following compliance with the aforementioned regulations (included as Mitigation Measure CUL-3), impacts related to the disturbance of human remains would be less than significant.

Mitigation Measures:

CUL-3 **Discovery of Human Remains:** If human remains are found in the course of ground-disturbing activities, those remains would require proper treatment in accordance with State of California Health and Safety Code Sections 7050.5-7055. Excavations shall halt within 60 feet of the find, and the County Coroner shall be notified immediately. If the Coroner determines the human remains are archaeological in nature, then the Coroner shall contact the Native American Heritage Commission, which shall identify the remains' most likely descendant. A qualified professional archaeologist shall devise an appropriate treatment plan in consultation with the most likely descendant, other interested tribes, and the landowner. The City shall determine the appropriate treatment of the find. Work cannot resume within the no-work radius until the City, through consultation as appropriate, determines that appropriate treatment measures have been completed to the satisfaction of the City in consultation with the most likely descendant.

4.6 Energy

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

This section is based on the CalEEMod Air Quality, Greenhouse Gas, and Energy outputs prepared by Michael Baker International on January 24, 2023; refer to ***Appendix B, Air Quality/ Greenhouse Gas/Energy Analysis***.

Discussion

REGULATORY FRAMEWORK

State

California Building Energy Efficiency Standards (Title 24)

The 2022 California Building Energy Efficiency Standards for Residential and Nonresidential Buildings (California Code of Regulations, Title 24, Part 6), commonly referred to as "Title 24," became effective on January 1, 2023. In general, Title 24 requires the design of building shells and building components to conserve energy. The standards are updated periodically to allow consideration and possible incorporation of new energy efficiency technologies and methods. The 2022 Title 24 standards encourage efficient electric heat pumps, establish electric-ready requirements for new homes, expand solar photovoltaic and battery storage standards, strengthen ventilation standards, and more. Buildings whose permit applications are applied for on or after January 1, 2023, must comply with the 2022 Title 24 standards.

California Green Building Standards

The 2022 California Green Building Standards Code (California Code of Regulations, Title 24, Part 11), commonly referred to as CALGreen, went into effect on January 1, 2023. CALGreen is the first-in-the-nation mandatory green buildings standards code. The California Building Standards Commission developed CALGreen in an effort to meet the State's landmark initiative Assembly

Bill (AB) 32 goals, which established a comprehensive program of cost-effective reductions of greenhouse gas (GHG) emissions to 1990 levels by 2020. CALGreen was developed to (1) reduce GHG emissions from buildings; (2) promote environmentally responsible, cost-effective, and healthier places to live and work; (3) reduce energy and water consumption; and (4) respond to the environmental directives of the administration. CALGreen requires that new buildings employ water efficiency and conservation, increase building system efficiencies (e.g., lighting, heating/ventilation and air conditioning [HVAC], and plumbing fixtures), divert construction waste from landfills, and incorporate electric vehicles charging infrastructure. There is growing recognition among developers and retailers that sustainable construction is not prohibitively expensive, and that there is a significant cost-savings potential in green building practices and materials.

Senate Bill 100

Senate Bill (SB) 100 (Chapter 312, Statutes of 2018) requires that retail sellers and local publicly owned electric utilities procure a minimum quantity of electricity products from eligible renewable energy resources so that the total kilowatt-hours (kWh) of those products sold to their retail end-use customers achieve 44 percent of retail sales by December 31, 2024; 52 percent by December 31, 2027; 60 percent by December 31, 2030; and 100 percent by December 31, 2045. The bill requires the California Public Utilities Commission (CPUC), California Energy Commission (CEC), State board or the California Air Resources Board's (CARB), and all other State agencies to incorporate the policy into all relevant planning. In addition, SB 100 requires the CPUC, CEC, and CARB to utilize programs authorized under existing statutes to achieve that policy and, as part of a public process, issue a joint report to the Legislature by January 1, 2021, and every four years thereafter, that includes specified information relating to the implementation of SB 100.

California Energy Commission Integrated Energy Policy Report

In 2002, the California State Legislature adopted Senate Bill (SB) 1389, which requires the California Energy Commission (CEC) to develop an Integrated Energy Policy Report (IEPR) every two years. SB 1389 requires the CEC to conduct assessments and forecasts of all aspects of energy industry supply, production, transportation, delivery and distribution, demand, and prices, and use these assessments and forecasts to develop energy policies that conserve resources, protect the environment, ensure energy reliability, enhance the State's economy, and protect public health and safety.

The CEC adopted the 2021 integrated energy policy report (2021 IEPR) Volume I, Volume II, and Volume IV on February 1, 2022 and Volume III on February 24, 2022.[17] The 2021 IEPR provides information and policy recommendations on advancing a clean, reliable, and affordable energy

[17] California Energy Commissions, *2021 Integrated Energy Policy Report*, https://www.energy.ca.gov/data-reports/reports/integrated-energy-policy-report/2021-integrated-energy-policy-report, accessed January 23, 2023.

system for all Californian.[18] Volume I of the 2021 IEPR addresses actions needed to reduce the GHG emissions related to the buildings in which California live and work, with an emphasis on energy efficiency; Volume II examines actions needed to increase the reliability and resiliency of California's energy system; Volume III looks at the evolving role of gas in California' energy system; and Volume IV reports on California's energy demand outlook, including a forecast to 2035 and long-term energy demand scenarios of 2050. The 2021 IEPR builds on the goals and work in response to AB 758 (Energy: energy audit), SB 350 (Clean Energy and Pollution Reduction Act), AB 3232 (Zero-emissions buildings and sources of heat energy), and the 2019 IEPR to further a comprehensive approach toward decarbonizing buildings in a cost-effective and equitable manner. For the 2021 IEPR, the CEC extends the forecast timeframe to 15 years to coincide with several state goals that are planned for 2035 and improves methodologies to better quantify and predict the likelihood, severity, and duration of future extreme heat events.

Local

City of Coachella General Plan

The City Council of the City of Coachella approved the General Plan 2035 document (General Plan) on April 22, 2015. The General Plan is the primary legal document to guide long-term growth, development and conservation in the City and Sphere of influence. The General Plan is the articulation for the City's vision of growth for the next 80 to 100 years with specific steps to guide development toward that vision between now and 2035. As such, the General Plan identifies the goals, policies and actions that will enable the City to achieve this vision. The following goals and policies are applicable to the project.

Sustainability and Natural Environment Element

Goal 2. Energy. An energy efficient community that relies primarily on renewable and non-polluting energy sources.

Policies

2.1 Community development-subdivisions. When reviewing applications for new subdivisions, require all residences be oriented along an east-west access, minimizing western sun exposure, to maximize energy efficiency.

2.3 Alternative energy. Promote the incorporation of alternative energy generation (e.g., solar, wind, biomass) in public and private development.

2.5 Construction standards. Consider and evaluate new construction practices and standards that increase building energy efficiency.

2.6 Energy performance targets – new construction. Require new construction to exceed Title 24 efficiency standards by 15 percent and incorporate solar photovoltaics.

[18] California Energy Commissions, *Final 2021 Integrated Energy Policy Report Volume I Building Decarbonization*, February 2022.

THRESHOLD OF SIGNIFICANCE

In accordance with CEQA Guidelines, project impacts are evaluated to determine whether significant adverse environmental impacts would occur. This analysis will focus on the project's potential impacts and provide mitigation measure, if required, to reduce or avoid any potentially significant impacts that are identified. According to Appendix G of the CEQA Guidelines, the proposed project would have a significant impact related to energy, if it would:

- Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation (refer to Response 4.6(a)); and/or
- Conflict with or obstruct a State or local plan for renewable energy or energy efficiency (refer to Response 4.6(b)).

CEQA Guidelines Appendix F is an advisory document that assists in determining whether a project will result in the inefficient, wasteful, and unnecessary consumption of energy. The analysis on Response 4.6(a) relies on Appendix F of the CEQA Guidelines, which includes the following criteria to determine whether this threshold of significance is met:

- Criterion 1: The project energy requirements and its energy use efficiencies by amount and fuel type for each stage of the project including construction, operation, maintenance and/or removal. If appropriate, the energy intensiveness of materials maybe discussed.
- Criterion 2: The effects of the project on local and regional energy supplies and on requirements for additional capacity.
- Criterion 3: The effects of the project on peak and base period demands for electricity and other forms of energy.
- Criterion 4: The degree to which the project complies with existing energy standards.
- Criterion 5: The effects of the project on energy resources.
- Criterion 6: The project's projected transportation energy use requirements and its overall use of efficient transportation alternatives.

Quantification of the project's energy usage is presented and addresses Criterion 1. The discussion on construction-related energy use focuses on Criteria 2, 4, and 5. The discussion on operational energy use is divided into transportation energy demand and building energy demand. The transportation energy demand analysis discusses Criteria 2, 4, and 6, and the building energy demand analysis discusses Criteria 2, 3, 4, and 5.

a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Less Than Significant Impact.

PROJECT-RELATED SOURCES OF ENERGY CONSUMPTION

This analysis focuses on three sources of energy that are relevant to the proposed project: electricity, natural gas, and transportation fuel for vehicle trips and off-road equipment associated with project construction and operations. The analysis of the operational electricity/natural gas usage is based on the California Emissions Estimator Model version 2020.4.0 (CalEEMod) modeling results for the project. The project's estimated electricity/natural gas consumption is based primarily on CalEEMod's default settings for Riverside County, and consumption factors provided by the Imperial Irrigation District (IID) and the Southern California Gas Company (SoCalGas), the electricity and natural gas providers for the City and project site. The results of the CalEEMod modeling are included in ***Appendix B, Air Quality/Greenhouse Gas/Energy Analysis***. The amount of operational fuel consumption was estimated using the California Air Resources Board's (CARB) EMission FACtor 2017 (EMFAC2017) computer program which provides projections for typical daily fuel usage in Riverside County, and the project's annual vehicle miles traveled (VMT) outputs from CalEEMod. The estimated construction fuel consumption is based on the project's construction equipment list, timing/phasing, and house of duration for construction equipment, as well as vendor, hauling, and construction worker trips.

The project's estimated energy consumption is summarized in ***Table 4-4, Project and Countywide Energy Consumption***. As shown in ***Table 4-4***, the project's energy usage would constitute an approximate 0.0097 percent increase over Riverside County's typical annual electricity consumption and an approximate 0.0093 percent increase over Riverside County's typical annual natural gas consumption. The project's off-road construction equipment diesel fuel consumption, on-road construction fuel consumption, and operational vehicle fuel consumption would increase Riverside County's consumption by 0.1004 percent, 0.2758 percent, and 0.0378 percent, respectively (**Criterion 1**).

Table 4-4

Project and Countywide Energy Consumption

Energy Type	Project Annual Energy Consumption[1]	Riverside County Annual Energy Consumption[2]	Percentage Increase Countywide[2]
Electricity Consumption	1,625 MWh	16,767,235 MWh	0.0097%
Natural Gas Consumption	57,705 therms	623,146,364 therms	0.0093%
Fuel Consumption			
• Construction Off-Road Fuel Consumption[3]	37,402 gallons	37,497,434 gallons	0.1004%
• Construction On-Road Fuel Consumption[3]	2,179,512 gallons	985,997,033 gallons	0.2758%
• Operational Automotive Fuel Consumption[3]	365,471 gallons	966,829,242 gallons	0.0378%

Energy Type	Project Annual Energy Consumption[1]	Riverside County Annual Energy Consumption[2]	Percentage Increase Countywide[2]
Notes: 1. As modeled in CalEEMod version 2020.4.0. 2. The project increases in electricity and natural gas consumption are compared to the total consumption in Riverside County in 2021. The project increases in construction off-road and on-road fuel consumption are compared with the projected Riverside Countywide off-road fuel consumption and Riverside Countywide on-road fuel consumption in 2023, respectively. The project increase in automotive fuel consumption is compared with the projected Countywide on-road fuel consumption in 2025. Riverside County electricity consumption data source: California Energy Commission, *Electricity Consumption by County*, http://www.ecdms.energy.ca.gov/elecbycounty.aspx, accessed January 12, 2023. Riverside County natural gas consumption data source: California Energy Commission, *Gas Consumption by County*, http://www.ecdms.energy.ca.gov/gasbycounty.aspx, accessed January 12, 2023. 3. Project fuel consumption calculated based on CalEEMod results. Countywide operational fuel consumption, off-road construction equipment diesel fuel consumption, and on-road fuel consumption are from CARB EMFAC2021.			
Refer to Appendix B for assumptions used in this analysis.			

CONSTRUCTION-RELATED ENERGY CONSUMPTION

During construction, the project would consume energy in two general forms: (1) the fuel energy consumed by construction vehicles and equipment; and (2) bound energy in construction materials, such as asphalt, steel, concrete, pipes, and manufactured or processed materials such as lumber and glass.

Fossil fuels used for construction vehicles and other energy-consuming equipment would be used during grading, paving, building construction, and architectural coatings. Fuel energy consumed during construction would be temporary and would not represent a significant demand on energy resources. In addition, some incidental energy conservation would occur during construction through compliance with State requirements that heavy-diesel equipment not in use for more than five minutes be turned off. Project construction equipment would also be required to comply with latest U.S. Environmental Protect Agency (EPA) and CARB engine emissions standards. These emissions standards require highly efficient combustion systems that maximize fuel efficiency and reduce unnecessary fuel consumption. Due to increasing transportation costs and fuel prices, contractors and owners have a strong financial incentive to avoid wasteful, inefficient, and unnecessary consumption of energy during construction (**Criterion 4**).

Substantial reduction in energy inputs for construction materials can be achieved by selecting green building materials composed of recycled materials that require less energy to produce than non-recycled materials.[19] The integration of green building materials can help reduce environmental impacts associated with the extraction, transport, processing, fabrication, installation, reuse, recycling, and disposal of these building industry source material.[20] The project-related incremental increase in the use of energy bound in construction materials such as asphalt, steel, concrete, pipes and manufactured or processed materials (e.g., lumber and gas) would not substantially increase demand for energy compared to overall local and regional

[19] California Department of Resources Recycling and Recovery, *Green Building Materials*, https://www.calrecycle.ca.gov/greenbuilding/materials#Material, accessed January 12, 2023.

[20] Ibid.

demand for construction materials. As indicated in ***Table 4-4***, the project's off-road fuel consumption and on-road fuel consumption from construction would be approximately 37,402 gallons and 2,179,512 gallons, respectively. The project's off-road fuel consumption and on-road fuel consumption from construction would increase off-road construction equipment diesel fuel use and on-road vehicle fuel consumption in the County by approximately 0.1004 percent and 0.2758 percent, respectively. As such, construction would have a nominal effect on the local and regional energy supplies (**Criterion 2**). It is noted that construction fuel use is temporary and would cease upon completion of construction activities. There are no unusual project characteristics that would necessitate the use of construction equipment that would be less energy efficient that at comparable construction sits in the region or State (**Criterion 5**). Therefore, construction fuel consumption would not be any more inefficient, wasteful, or unnecessary than other similar development projects of this nature. As such, a less than significant impact would occur in this regard.

OPERATIONAL ENERGY CONSUMPTION

Transportation Energy Demand

Pursuant to the Federal Energy Policy and Conservation Act of 1975, the National Highway Traffic and Safety Administration is responsible for establishing additional vehicle standards and for revising existing standards. Compliance with Federal fuel economy standards is not determined for each individual vehicle model. Rather, compliance is determined based on each manufacturer's average fuel economy for the portion of their vehicles produced for sale in the United States. ***Table 4-4*** provides an estimate of the daily fuel consumed by vehicle traveling to and from the project site. Based on project's Traffic Scoping Agreement, the proposed project would generate approximately 1,944 daily trips. As indicated in ***Table 4-4***, project operational daily trips are estimated to consume approximately 365,471 gallons of fuel per year, which would increase the County's automotive fuel consumption by 0.0378 percent. The project does not propose any unusual features that would result in excessive long-term operational fuel consumption (**Criterion 2**).

The key drivers of transportation-related fuel consumption are job locations/commuting distance and many personal choices on when and where to drive for various purposes. Those factors are outside of the scope of the design of the proposed project. However, the project would locate within 0.13 mile of a bus stop, which would promote alternative mode of transportation. Additionally, in compliance with CALGreen Code, all single-family residential units of the project would be electric vehicle (EV) capable by including a listed raceway[21] within each dwelling unit to accommodate EV charging stations. This project design feature would encourage and support the use of EVs within the proposed residential development (**Criterion 4** and **Criterion 6**).

[21] Raceway is the enclosed conduit that forms the physical pathway for electrical writing to protect it from damage.

Therefore, fuel consumption associated with vehicle trips generated by the project would not be considered inefficient, wasteful, or unnecessary in comparison to other similar developments in the region. A less than significant impact would occur in this regard.

Building Energy Demand

The CEC developed 2020 to 2035 forecasts for energy consumption and peak demand in support of the 2021 IEPR for each of the major electricity and natural gas planning areas and the State based on the economic and demographic growth projections.[22] CEC forecasts that the Statewide annual average growth rates of energy demand between 2021 and 2030 would be 1.3 percent to 2.3 percent for electricity and less than 0.1 percent to 0.8 percent increase for natural gas.[23] As shown in ***Table 4-4***, operational energy consumption of the project would represent approximately 0.0097 percent increase in electricity consumption and 0.0093 percent increase in natural gas consumption over the current Countywide usage, which would be significantly below CEC's forecasts and the current Countywide usage. Therefore, the project would be consistent with the CEC's energy consumption forecasts. As such, the project would not require additional energy capacity or supplies (**Criterion 2**). Additionally, the proposed project would be a residential development and the energy consumption would peak in the evening, similar to other residential developments. As a result, the project would not result in unique or more intensive peak or base period electricity demand (**Criterion 3**).

The proposed residential building would be required to comply with 2022 Title 24 Building Energy Efficiency Standards, which would ensure the project incorporates efficient electric heat pumps, establish electric-ready requirements for new homes, expand solar photovoltaic and battery storage standards, strengthen ventilation standards, as well as water efficient fixtures and electric vehicles charging infrastructure. Implementation of the 2022 Title 24 standards significantly reduces energy usage. The Title 24 Building Energy Efficiency Standards are updated every three years and become more stringent between each update, as such, complying with the latest 2022 Title 24 standards would make the proposed project energy efficient. In addition, the project would use energy efficient appliances and install solar-ready roof (**Criterion 4**).

Furthermore, the electricity provider, IID, is subject to California's Renewables Portfolio Standard (RPS). The RPS requires investor-owned utilities, electric service providers, and community choice aggregators to increase procurement from eligible renewable energy resources to 33 percent of total procurement by 2020 to 60 percent of total procurement by 2030. Renewable energy is generally defined as energy that comes from resources which are naturally replenished within a human timescale such as sunlight, wind, tides, waves, and geothermal heat. The increase in reliance of such energy resources further ensures that new development projects will not result in the waste of the finite energy resources (**Criterion 5**).

[22] California Energy Commission, *Final 2021 Integrated Energy Policy Report Volume IV California Energy Demand Forecast*, February 2022. Annual average growth rates of electricity demand and natural gas per capita demand are shown in Figure 10 and Figure 14, respectively.

[23] Ibid.

Therefore, the project would not cause wasteful, inefficient, and unnecessary consumption of building energy during project operation, or preempt future energy development or future energy conservation. A less than significant impact would occur in this regard.

Mitigation Measures: None required.

B) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Less Than Significant Impact. The project would be required to comply with 2022 Title 24 standards and 2022 CALGreen Code. Compliance with 2022 Title 24 standards and 2022 CALGreen Code would ensure the project incorporates energy-efficient building design that would also be consistent with applicable energy policies identified in the General Plan, including Policies 2.3, 2.5, and 2.6, refers to ***Table 4-5, Consistency with General Plan***. Additionally, the project would utilize electricity provided by IID. Per SB 100, IID would achieve at least 60 percent renewable energy by 2030. Therefore, the project would not conflict with or obstruct a State or local plan for renewable energy or energy efficiency and impacts will be less than significant.

Table 4-5

Consistency with the General Plan

Goals/Policies	Project Consistency Analysis
General Plan	
Sustainability and Natural Environment Element Goal 2. Energy. An energy efficient community that relies primarily on renewable and non-polluting energy sources. Policies 2.1 Community development-subdivisions. When reviewing applications for new subdivisions, require all residences be oriented along an east-west access, minimizing western sun exposure, to maximize energy efficiency. 2.3 Alternative energy. Promote the incorporation of alternative energy generation (e.g., solar, wind, biomass) in public and private development. 2.5 Construction standards. Consider and evaluate new construction practices and standards that increase building energy efficiency. 2.6 Energy performance targets – new construction. Require new construction to exceed Title 24 efficiency standards by 15 percent and incorporate solar photovoltaics.	Consistent. Policy 2.1 requires that homes be oriented along an east-west access to minimize western sun exposure and maximize energy efficiency. The project accomplishes the intent of Policy 2.1 by having the majority of the streets in an east-west orientation. Due to the nature of circulation design, all east-west orientation is not feasible; additionally, offering home size and configuration options are a preferred attribute to residential neighborhoods in order to accommodate various household needs. Homes that are most exposed to western sun and are in the opposite configuration than what is suggested in Figure 7-1 of the Sustainability-Natural Environment section of the General Plan, are minimized by design, and provide energy efficiency measures including limited window openings on the western elevation, acceptable roof orientations for solar access, and simple roof design conducive to photovoltaic installations. The project layout (site plan) is consistent the Development Standard for new neighborhood streets and lot layouts so at least 80 percent of new homes are oriented with the primary building axis within 20 degrees of an east-west orientation. Per the site plan, east/west access streets are longer than north/south access streets and do not exceed 15% axis. The homes on north/south access streets are oriented less than the 15% axis and are orientated with depth. The project will comply with the most current Title 24 requirements, consistent with Policy 2.2, which include solar and other energy efficiency measures. Along with the requirements of Title 24 and the minimal western exposure, the Sevilla II neighborhoods is consistent with the intent of Goal 2 and Policies 2.1 and 2.2, 2.3, 2.5 and 2.6.

Goals/Policies	Project Consistency Analysis
	The project would be required to comply with 2022 Title 24 standards and 2022 CALGreen Code. Compliance with Title 24 and CALGreen standards would ensure the project incorporates efficient electric heat pumps, establish electric-ready requirements for new homes, expand solar photovoltaic and battery storage standards, strengthen ventilation standards, as well as water efficient fixtures and electric vehicles charging infrastructure. The project would install solar-ready roof and use energy efficient appliances. Additionally, the project would install low-flow fixtures, water-efficiency irrigation, and draught tolerant landscape. Furthermore, the 2022 Title 24 would achieve an increased reduction in energy usage more than 15 percent compared to 2016 Title 24, when the General Plan was adopted. As such, the project would be consistent with the goal and policies of the General Plan.
Source: City of Coachella, *General Plan*, adopted April 22, 2015.	

Mitigation Measures: None required.

4.7 Geology and Soils

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

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐

A Geotechnical Report was prepared for the project by Leighton and Associates, Inc. in December 2021; refer to ***Appendix F, Geotechnical Report***.

Discussion

The project site is generally flat, with elevations ranging from approximately 48 to 40 feet below mean sea level. A site visit and geotechnical testing was performed on November 9, 2021, which consisted of six hollow-stem auger borings performed at various locations on the project site. Bulk samples and ring samples were collected from the borings for lab testing. The native soil throughout the site primarily consists of medium density fine- to medium-grained silty sand with scattered silt and clay laminations. Artificial fill materials were encountered throughout the majority of the site, which is mostly loose silty sand that may be compressible in their current state. Groundwater was encountered in three borings at a depth of approximately 42 feet below ground surface. Historically, groundwater has been measured as high as 44 feet below ground surface at a nearby well, and in 2006 groundwater was encountered on the project site at a depth of 28 feet below ground surface.

> ***a.i)Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake 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.***

Less Than Significant Impact. Seismically-induced ground rupture is defined as the physical displacement of surface deposits in response to an earthquake's seismic waves. Ground rupture is most likely along active faults, and typically occurs during earthquakes of magnitude five or higher. Ground rupture only affects the area immediately adjacent to a fault.

The Alquist-Priolo Earthquake Fault Zoning Act was passed in 1972 to mitigate the hazard of surface faulting to structures for human occupancy. The Act's main purpose is to prevent the construction of buildings used for human occupancy on the surface trace of active faults. The Act requires the State Geologist to establish regulatory zones, known as Alquist-Priolo (AP) Earthquake Fault Zones, around the surface traces of active faults and to issue appropriate maps. If an active fault is found, a structure for human occupancy cannot be placed over the trace of the fault and must be set back from the fault (typically 50 feet). According to the applicable

Earthquake Hazards Zones map for the project site, the project site is not located within or adjacent to any fault, nor is it included in any Alquist-Priolo Earthquake Fault Zones.[24] The nearest earthquake fault is the San Andreas Fault (Coachella Section), which runs approximately 5-miles east of the site.[25] Fault rupture is not expected on the project site because it does not occur on the San Andreas Fault, or any other known faults. Therefore, project implementation would not expose people or structures to potential substantial adverse effects involving rupture of a known earthquake fault. Impacts would be less than significant.

Mitigation Measures: None required.

a.ii)Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking?

Less Than Significant Impact. The geologic structure of the entire southern California area is dominated mainly by northwest-trending faults associated with the San Andreas system. The project site is located in a seismically active region where earthquakes originating on local and regional faults can produce strong groundshaking.

Based on the Geotechnical Report, strong ground shaking can be expected at the site during moderate to severe earthquakes within the region. Intensity of ground shaking at a given location depends primarily upon earthquake magnitude, site distance from the source, and site response (soil type) characteristics. Based on these factors, it was determined in the Geotechnical Report that the Peak Horizontal Ground Acceleration is 0.82g and the site-modified Peak Horizontal ground Acceleration is 0.91g.

While the potential for strong seismic ground shaking cannot be eliminated, adherence to California Building Code (CBC) design requirements and other applicable standards and practices of earthquake resistant construction, as required by the California Building Permit process, would reduce such risk to the extent feasible.[26] Buildings proposed for the site would be required to be constructed in accordance with the most recent edition of the CBC to provide collapse-resistant design. Therefore, the project would have a less than significant impact with respect to seismic ground shaking.

Mitigation Measures: None required.

[24] California Department of Conservation – EQ Zapp: California Hazards Zone Application, https://www.conservation.ca.gov/cgs/geohazards/eq-zapp, accessed October 10, 2022.

[25] U.S. Geological Survey Interactive Fault Map website, https://www.usgs.gov/programs/earthquake-hazards/faults, accessed 10-11-22.

[26] California Building Code, 2019, California Code of Regulations, Title 24, Part 2.

a.iii)Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction?

Less Than Significant Impact. Soil liquefaction occurs when loose, saturated sandy soil deposits lose internal strength and transform from a solid to a liquefied state due to reduced stresses within the soils mass. This phenomenon is most often induced by strong ground shaking associated with earthquakes. Generally, liquefaction can occur if all of the following conditions apply: liquefaction-susceptible soil, groundwater within a depth of 50 feet or less, and strong seismic shaking.

According to the Geotechnical Report, the project site is located within a highly liquefiable zone. However, due to the depth of highly liquefiable layers and relatively uniform subsurface alluvium, and with compliance to the CBC, impacts due to liquefaction would be less than significant.

Mitigation Measures: None required.

a.iv)Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving landslides?

No Impact. The project site is located on the Coachella Valley floor. The site vicinity is located in an area that has relatively flat terrain, without significant slopes located on or near the site. Therefore, the potential for landslide would be negligible and there would be no impacts in this regard.

Mitigation Measures: None required.

b) Would the project result in substantial soil erosion or the loss of topsoil?

Less than Significant Impact. Development of the project is anticipated to involve grading and ground disturbance during construction activities. There is the potential for these activities to expose soils and increase the potential for soil erosion from wind or stormwater runoff. Pursuant to the CBC, the project applicant must prepare an Interim Erosion and Sediment Control Plan. The project is required to comply with the National Pollutant Discharge Elimination System (NPDES), and because the project would disturb a soil area of one (1) or more acres, the project is required to obtain and comply with the State Water Resources Control Board (SWRCB) NPDES General Permit No. CAS000002 waste discharge requirements (WDRS) for discharges of storm water runoff associated with construction activity.[27] The project is also required to include preparation of a Storm Water Pollution Prevention Plan (SWPPP) that recommends appropriate Best Management Practices (BMPs) to control erosion and sediment. Compliance with the

[27] State Water Resources Control Board Order No. 2009-0009-DWQ (2013), https://www.waterboards.ca.gov/board_decisions/adopted_orders/water_quality/2009/wqo/wqo2009_0009_dwq.pdf, accessed November 11, 2022

requirements of the CBC, as well as NPDES requirements for erosion control, grading, and soil remediation, would ensure that impacts related to soil erosion are reduced to less than significant.

Mitigation Measures: None required.

c) Would the project 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?

Less Than Significant with Mitigation Incorporated. Surface soils of the project site consists of relatively loose and heterogeneous artificial fill and topsoil, which are potentially compressible in their present state. Mitigation Measure GEO-1 requires all excavation and grading to be implemented in accordance with the Geotechnical Report. This includes the presence of a qualified geotechnical consultant, who would supervise earthwork and ensure that potentially compressible soils are removed and re-compacted during grading and excavation, in accordance with the specifications outlined in the report. The site is not susceptible to on- or off-site landslides, as discussed above with respect to landslides. Further, the site is not situated on a known fault zone nor is the site at substantial risk for liquefaction. As discussed above, with incorporation of Mitigation Measure GEO-1, impacts related to unstable soils would be reduced to less than significant levels.

Mitigation Measures:

GEO-1 **Geotechnical Design.** Prior to ground disturbing activities, the City of Coachella Building and Safety Department shall review final plans to verify recommendations identified in the *Geotechnical Exploration, Proposed Residential Development – Sevilla 2*, prepared by Leighton and Associates, Inc. on December 8, 2021, have been incorporated into the project design. The Applicant shall implement the Earthwork and Grading Specifications identified in the *Geotechnical Exploration*. The specifications require the Applicant to hire a geotechnical consultant, who will supervise earthwork and ensure it is conducted in accordance with the *Geotechnical Exploration.*

d) Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

Less Than Significant Impact. Expansive soils are those that undergo volume changes as moisture content fluctuates; swelling substantially when wet or shrinking when dry. The expansion potential of any particular expansive soil is determined by the percentage of clay and the type of clay in the soil. Expansive near-surface soil is subject to high volume changes during seasonal fluctuations in moisture content, which can cause cracking of shallow foundations, floor slabs, concrete flatwork, and pavements. As described in the Geotechnical Report, preliminary

laboratory results and field observations indicate that the site's earth materials possess a very low expansion potential. Thus, impacts related to expansive soils would be less than significant.

Mitigation Measures: None required.

e) Would the project 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?

No Impact. Historically, the site has supported agricultural uses and it is located in an area served by existing wastewater infrastructure. The project's wastewater demand would be accommodated by connections to the City's existing wastewater treatment system and septic tanks are not proposed by the project. Therefore, the project would have no impact related to the ability of soils to support septic tanks or alternative wastewater disposal systems.

Mitigation Measures: None required.

f) Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less than Significant Impact with Mitigation Incorporated. Paleontological resources are the fossilized remains of prehistoric animals and plants, created more than 12,000 years ago in the Pleistocene era. Fossils are usually buried resources, and often cannot be identified on the surface. The eastern portion of the City is in a high sensitivity area for paleontological resources, due to the presence of the Palm Springs Formation and ancient Lake Cahuilla. The sandstones and siltstones of the Palm Springs Formation have high potential for containing non-renewable paleontological resources. The lakeshore and lakebed of Lake Cahuilla have yielded resources associated with the repeated stands of the ancient lake. These resources have included snails and bivalves, and some small mammal bones. The project site is located in an area of undetermined sensitivity for paleontological resources, according to the City's General Plan. To protect potential paleontological resources uncovered at the site, implementation of Mitigation Measure GEO-2 will ensure impacts to paleontological resources are less than significant.

Mitigation Measures:

GEO-2: **Paleontological Monitoring.** The presence of a qualified paleontologist shall be required during all project related ground-disturbing activities reaching beyond the depth of five-feet below the current ground surface. A licensed paleontologist may be the same person as the archaeologist specified above in Mitigation Measure CUL-1 if they possess the qualifications to serve in both capacities. The monitor should be prepared to quickly salvage fossils, if they are unearthed, to avoid construction delays, but must have the power to temporarily halt or divert construction equipment to

allow for removal of abundant or large specimens. The following shall also be included as part of this mitigation measure:

- Samples of sediments should be collected and processed to recover small fossil remains.
- Recovered specimens should be identified and curated at a repository with permanent retrievable storage that would for further research in the future.
- A report of findings, including an itemized inventory of recovered specimens and a discussion of their significance when appropriate, should be prepared upon completion of the research procedures outlined above. The approval of the report and the inventory by the City of Coachella would signify completion of this mitigation plan.

4.8 Greenhouse Gas Emissions

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

This section is based on the CalEEMod Air Quality, Greenhouse Gas, and Energy outputs prepared by Michael Baker International on January 24, 2023; refer to ***Appendix B, Air Quality/ Greenhouse Gas/Energy Analysis***.

Discussion

GLOBAL CLIMATE CHANGE

California is a substantial contributor of global greenhouse gases (GHGs), emitting over 369.2 million tons of carbon dioxide (CO_2) per year.[28] Climate studies indicate that California is likely to see an increase of three to four degrees Fahrenheit over the next century. Methane (CH_4) is also an important GHG that potentially contributes to global climate change. GHGs are global in their effect, which is to increase the earth's ability to absorb heat in the atmosphere. As primary GHGs have a long lifetime in the atmosphere, accumulate over time, and are generally well-mixed, their impact on the atmosphere is mostly independent of the point of emission.

The impact of human activities on global climate change is apparent in the observational record. Air trapped by ice has been extracted from core samples taken from polar ice sheets to determine the global atmospheric variation of CO_2, CH_4, and nitrous oxide (N_2O) from before the start of industrialization (approximately 1750), to over 650,000 years ago. For that period, it was found that CO_2 concentrations ranged from 180 to 300 parts per million (ppm). For the period from approximately 1750 to the present, global CO_2 concentrations increased from a pre-industrialization period concentration of 280 to 379 ppm in 2005, with the 2005 value far

[28] California Environmental Protection Agency, *California Greenhouse Gas Emissions for 2000 to 2020*, https://ww2.arb.ca.gov/sites/default/files/classic/cc/inventory/2000-2020_ghg_inventory_trends.pdf, accessed January 4, 2023.

exceeding the upper end of the pre-industrial period range. As of January 2023, the highest monthly average concentration of CO_2 in the atmosphere was recorded at 420 ppm.[29]

The Intergovernmental Panel on Climate Change (IPCC) constructed several emission trajectories of GHGs needed to stabilize global temperatures and climate change impacts. It concluded that a stabilization of GHGs at 400 to 450 ppm carbon dioxide equivalent (CO_2e)[30] concentration is required to keep global mean warming below 2 degrees Celsius (ºC), which in turn is assumed to be necessary to avoid dangerous climate change.

REGULATORY FRAMEWORK

Various Statewide and local initiatives to reduce the State's contribution to GHG emissions have raised awareness that, even though the various contributors to and consequences of global climate change are not yet fully understood, global climate change is under way, and there is a real potential for severe adverse environmental, social, and economic effects in the long term. Every nation emits GHGs and as a result makes an incremental cumulative contribution to global climate change; therefore, global cooperation is necessary to reduce the rate of GHG emissions enough to slow or stop the human-caused increase in average global temperatures and associated changes in climatic conditions.

State

Assembly Bill 32 (California Global Warming Solutions Act of 2006)

California passed the California Global Warming Solutions Act of 2006 (AB 32; California Health and Safety Code Division 25.5, Sections 38500-38599). AB 32 establishes regulatory, reporting, and market mechanisms to achieve quantifiable reductions in GHG emissions and establishes a cap on Statewide GHG emissions. AB 32 requires that Statewide GHG emissions be reduced to 1990 levels by 2020. AB 32 specifies that regulations adopted in response to AB 1493 (Pavley Bill) should be used to address GHG emissions from vehicles. However, AB 32 also includes language stating that if the AB 1493 regulations cannot be implemented, then the California Air Resources Board (CARB) should develop new regulations to control vehicle GHG emissions under the authorization of AB 32.

Senate Bill 375

Senate Bill (SB) 375, signed in September 2008 (Chapter 728, Statutes of 2008), aligns regional transportation planning efforts, regional GHG reduction targets, and land use and housing allocations. SB 375 requires Metropolitan Planning Organizations (MPOs) to adopt a sustainable communities' strategy (SCS) or alternative planning strategy (APS) that will prescribe land use allocation in that MPOs regional transportation plan. CARB, in consultation with MPOs, is required to provide each affected region with GHG reduction targets emitted by passenger cars

[29] Scripps Institution of Oceanography, *Carbon Dioxide Concentration at Mauna Loa Observatory*, https://scripps.ucsd.edu/programs/keelingcurve/, accessed January 4, 2023.

[30] Carbon Dioxide Equivalent (CO2e) – A metric measure used to compare the emissions from various greenhouse gases based upon their global warming potential.

and light trucks in the region for the years 2020 and 2035. These reduction targets are to be updated every eight years but can be updated every four years if advancements in emissions technologies affect the reduction strategies to achieve the targets. CARB is also charged with reviewing each MPO's SCS or APS for consistency with its assigned targets. If MPOs do not meet the GHG reduction targets, transportation projects may not be eligible for funding.

Executive Order S-3-05

Executive Order S-3-05 set forth a series of target dates by which Statewide emissions of GHGs would be progressively reduced, as follows:

- By 2010, reduce GHG emissions to 2000 levels;
- By 2020, reduce GHG emissions to 1990 levels; and
- By 2050, reduce GHG emissions to 80 percent below 1990 levels.

The Executive Order directed the California Environmental Protection Agency (Cal/EPA) Secretary to coordinate a multi-agency effort to reduce GHG emissions to the target levels. The Secretary is required to submit biannual reports to the Governor and California Legislature describing the progress made toward the emissions targets, the impacts of global climate change on California's resources, and mitigation and adaptation plans to combat these impacts. To comply with Executive Order S-3-05, the Cal/EPA Secretary created the California Climate Action Team, made up of members from various State agencies and commissions. The Climate Action Team released its first report in March 2006, which proposed to achieve the targets by building on the voluntary actions of California businesses, local governments, and communities and through State incentive and regulatory programs.

Title 24, Part 6

The California Energy Efficiency Standards for Residential and Nonresidential Buildings, Title 24, Part 6 of the California Code of Regulations (CCR) and commonly referred to as "Title 24," were established in 1978 in response to a legislative mandate to reduce California's energy consumption. Part 6 of Title 24 requires the design of building shells and building components to conserve energy. The standards are updated periodically to allow consideration and possible incorporation of new energy efficiency technologies and methods. The 2022 Title 24 standards was adopted in August 2021. The 2022 Title 24 standards encourage efficient electric heat pumps, establish electric-ready requirements for new homes, expand solar photovoltaic and battery storage standards, strengthen ventilation standards, and more. Buildings whose permit applications are applied for on or after January 1, 2023, would be required to comply with the 2022 Title 24.

Title 24, Part 11

The California Green Building Standards Code (CCR Title 24, Part 11), commonly referred to as CALGreen, is a Statewide mandatory construction code developed and adopted by the California Building Standards Commission and the Department of Housing and Community Development. CALGreen also provides voluntary tiers and measures that local governments may adopt that

encourage or require additional measures in five green building topical areas. The current version of the CALGreen Code went into effect on January 1, 2020. It should be acknowledged that buildings whose permit applications are applied for on or after January 1, 2023, would be required to comply with the 2022 CALGreen Code.

Senate Bill 32

Signed into law on September 2016, SB 32 codifies the 2030 GHG reduction target in Executive Order B-30-15 (40 percent below 1990 levels by 2030). SB 32 authorizes CARB to adopt an interim GHG emissions level target to be achieved by 2030. CARB also must adopt rules and regulations in an open public process to achieve the maximum, technologically feasible, and cost-effective GHG reductions.

CARB Scoping Plan

On December 11, 2008, CARB adopted its *Climate Change Scoping Plan* (Scoping Plan), which functions as a roadmap to achieve GHG reductions in California required by AB 32 through subsequently enacted regulations. The Scoping Plan contains the main strategies California will implement to reduce CO_2e emissions by 174 million metric tons (MT), or approximately 30 percent, from the State's projected 2020 emissions levels of 596 million $MTCO_2e$ under a business as usual (BAU)[31] scenario. This is a reduction of 42 million $MTCO_2e$, or almost ten percent, from 2002 to 2004 average emissions, and requires the reductions in the face of population and economic growth through 2020. The Scoping Plan calculates 2020 BAU emissions as the emissions that would be expected to occur in the absence of any GHG reduction measures. The 2020 BAU emissions estimate was derived by projecting emissions from a past baseline year using growth factors specific to each of the different economic sectors (e.g., transportation, electrical power, industrial, commercial, and residential). CARB used three-year average emissions, by sector, from 2002 to 2004 to forecast emissions to 2020. The measures described in the Scoping Plan are intended to reduce projected 2020 BAU emissions to 1990 levels, as required by AB 32.

AB 32 requires CARB to update the Scoping Plan at least once every five years. CARB adopted the first major update to the Scoping Plan on May 22, 2014. The 2014 Scoping Plan summarizes recent science related to climate change, including anticipated impacts to California and the levels of GHG reduction necessary to likely avoid risking irreparable damage. It identifies the actions California has already taken to reduce GHG emissions and focuses on areas where further reductions could be achieved to help meet the 2020 target established by AB 32. The 2014 Scoping Plan also looks beyond 2020 toward the 2050 goal, established in Executive Order S-3-05, and observes that "a mid-term statewide emission limit will ensure that the State stays on course to meet our long-term goal." The 2014 Scoping Plan did not establish or propose any

[31] "Business as Usual" refers to emissions that would be expected to occur in the absence of GHG reductions; refer to http://www.arb.ca.gov/cc/inventory/data/bau.htm. Note that there is significant controversy as to what BAU means. In determining the GHG 2020 limit, CARB used the above as the "definition." It is broad enough to allow for design features to be counted as reductions.

specific post-2020 goals, but identified such goals adopted by other governments or recommended by various scientific and policy organizations.

On January 20, 2017, CARB released the proposed Second Update to the Scoping Plan, which identifies the State's post-2020 reduction strategy. The Second Update reflects the 2030 target of a 40 percent reduction below 1990 levels, set by Executive Order B-30-15 and codified by SB 32. The 2017 Scoping Plan Update establishes a new Statewide emissions limit of 260 million $MTCO_2e$ for the year 2030, which corresponds to a 40 percent decrease in 1990 levels by 2030.

On December 15, 2022, CARB released the *2022 Scoping Plan for Achieving Carbon Neutrality* (2022 Scoping Plan), which identifies the strategies achieving carbon neutrality by 2045 or earlier. The 2022 Scoping Plan contains the GHG reductions, technology, and clean energy mandated by statutes. The 2022 Scoping Plan was developed to achieve carbon neutrality by 2045 through a substantial reduction in fossil fuel dependence, while at the same time increasing deployment of efficient non-combustion technologies and distribution of clean energy. The plan would also reduce emissions of short-lived climate pollutants (SLCPs) and would include mechanical CO_2 capture and sequestration actions, as well as emissions and sequestration from natural and working lands and nature-based strategies. Under 2022 Scoping Plan, by 2045, California aims to cut GHG emissions by 85 percent below 1990 levels, reduce smog-forming air pollution by 71 percent, reduce the demand for liquid petroleum by 94 percent compared to current usage, improve health and welfare, and create millions of new jobs. This plan also builds upon current and previous environmental justice efforts to integrate environmental justice directly into the plan, to ensure that all communities can reap the benefits of this transformational plan.

Regional

Southern California Association of Governments 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy

On September 3, 2020, the Regional Council of SCAG formally adopted *The 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy of the Southern California Association of Governments – Connect SoCal* (2020–2045 RTP/SCS). The SCS portion of the 2020-2045 RTP/SCS highlights strategies for the region to reach the regional target of reducing GHGs from autos and light-duty trucks by 8 percent per capita by 2020, and 19 percent by 2035 (compared to 2005 levels). Specially, these strategies are:

- Focus growth near destinations and mobility options;
- Promote diverse housing choices;
- Leverage technology innovations;
- Support implementation of sustainability policies; and
- Promote a green region.

Furthermore, the 2020-2045 RTP/SCS discusses a variety of land use tools to help achieve the state-mandated reductions in GHG emissions through reduced per capita vehicle miles traveled

(VMT). Some of these tools include center focused placemaking, focusing on priority growth areas, job centers, transit priority areas, as well as high quality transit areas and green regions.

Local

City of Coachella General Plan

The City Council of the City of Coachella approved the General Plan 2035 document (General Plan) on April 22, 2015. The General Plan is the primary legal document to guide long-term growth, development and conservation in the City and Sphere of influence. The General Plan is the articulation for the City's vision of growth for the next 80 to 100 years with specific steps to guide development toward that vision between now and 2035. As such, the General Plan identifies the goals, policies and actions that will enable the City to achieve this vision. The following goals and policies are applicable to the project.

Sustainability and Natural Environment Element

Goal 1. Climate Change. A resilient community that is prepared for the health and safety impacts of and minimizes the risks of climate change.

Policies:

1.2GHG reductions. Promote land use and development patterns that reduce the community's dependence on and length of automobile trips.

Goal 4. Green Building. Community building stock (both new construction and renovations) that demonstrates high environmental performance through green design.

Policies:

4.4Reducing GHG emissions. In consulting with applicants and designing new facilities, prioritize the selection of green building design features that enhance the reduction of greenhouse gas emissions.

City of Coachella Climate Action Plan

The City of Coachella adopted its Climate Action Plan (CAP) on April 22, 2015. Coachella has prepared the CAP in conjunction with the General Plan as a roadmap for achieving community-wide GHG emissions reductions. Coachella's CAP is a proactive step toward addressing the climate challenge to protect our children and grandchildren before climate change becomes irreversible. The Coachella CAP is an implementation tool of the General Plan to guide development in the City by focusing on attaining the goals and policies of the General Plan. The CAP proposes to reach 4.2 $MTCO_2e$ per service population per year target by 2035.

THRESHOLD OF SIGNIFICANCE

Amendments to CEQA Guidelines Section 15064.4 were adopted to assist lead agencies in determining the significance of the impacts of GHG emissions and gives lead agencies the discretion to determine whether to assess those emissions quantitatively or qualitatively. This

section recommends certain factors to be considered in the determination of significance (i.e., the extent to which a project may increase or reduce GHG emissions compared to the existing environment; whether the project exceeds an applicable significance threshold; and the extent to which the project complies with regulations or requirements adopted to implement a plan for the reduction or mitigation of GHGs). The amendments do not establish a threshold of significance; rather, lead agencies are granted discretion to establish significance thresholds for their respective jurisdictions, including looking to thresholds developed by other public agencies or suggested by other experts, such as the California Air Pollution Control Officers Association (CAPCOA), so long as any threshold chosen is supported by substantial evidence (CEQA Guidelines Section 15064.7(c)). The California Natural Resources Agency has also clarified that the CEQA Guidelines amendments focus on the effects of GHG emissions as cumulative impacts, and therefore GHG emissions should be analyzed in the content of CEQA's requirements for cumulative impact analyses (CEQA Guidelines Section 15064(h)(3)).[32,33] A project's incremental contribution to a cumulative impact can be found not cumulatively considerable if the project would comply with an approved plan or mitigation program that provides specific requirements to avoid or substantially lessen the cumulative problem within the geographic area of the project.[34]

In 2008, the SCAQMD developed and recommended two types of GHG thresholds: (1) separate numerical thresholds for residential projects (3,500 $MTCO_2e$), commercial projects (1,400 $MTCO_2e$), and Mixed-Use projects (3,000 $MTCO_2e$); or (2) a singular numerical threshold for all non-industrial projects (3,000 $MTCO_2e$). SCAQMD's GHG Working Group consensus "clearly states that it is at the lead agency's discretion to apply the appropriate threshold to the project for CEQA review. In other words, SCAQMD's recommendation is that the lead agency will need to decide which threshold is most appropriate." These SCAQMD thresholds were developed using substantial evidence by the SCAQMD GHG Working Group—a group of various resource agencies, cities, counties, utilities, and environmental groups—with the objective of capturing 90 percent of GHG emissions from larger projects above the screening threshold and allowing smaller projects to be implemented without further investigation of possible mitigative elements. Additionally, the long-term goal of Executive Order S-3-05 to reduce statewide GHG emissions to 80 percent below 1990 levels by 2050 formulated the basis of the SCAQMD recommendation, which is also consistent with analysis published by the CAPCOA in its 2008 White Paper on CEQA and Climate Change. The proposed project is a residential project, however for a conservative analysis, the SCAQMD's proposed threshold of 3,000 $MTCO_2e$ per year (for non-industrial projects) was used to determine the proposed project's impacts related to GHG emissions.

Additionally, the CAP proposes a 4.2 $MTCO_2e$ per service population per year target by 2035. Therefore, this project would use the screening SCAQMD draft threshold of 3,000 $MTCO_2e$ per

[32] California Natural Resources Agency, *Final Statement of Reasons for Regulatory Action*, pp. 11-13, 14, 16, December 2009, https://resources.ca.gov/CNRALegacyFiles/ceqa/docs/Final_Statement_of_Reasons.pdf, accessed January 23, 2023.

[33] State of California Governor's Office of Planning and Research, *Transmittal of the Governor's Office of Planning and Research's Proposed SB97 CEQA Guidelines Amendments to the Natural Resources Agency*, April 13, 2009, https://planning.lacity.org/eir/CrossroadsHwd/deir/files/references/C01.pdf, accessed January 23, 2023.

[34] California Code of Regulations Section 15064(h)(3).

year, as well as the CAP's per capita emissions target by 2035. The GHG plan consistency analysis for the project is based on the project's consistency with the 2022 Scoping Plan, 2020-2045 RTP/SCS, and the City's General Plan.

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Less Than Significant Impact.

PROJECT-RELATED SOURCES OF GREENHOUSE GASES

Project-related GHG emissions include emissions from direct and indirect sources. Project implementation would result in direct and indirect emissions of CO_2, N_2O, and CH_4, and would not result in other GHGs that would facilitate a meaningful analysis. Therefore, this analysis focuses on these three forms of GHG emissions. Direct project-related GHG emissions include emissions from construction activities, area sources, and mobile sources, while indirect sources include emissions from energy consumption, water demand, and solid waste generation. The California Emissions Estimator Model (CalEEMod), version 2020.4.0, was used to calculate direct and indirect project-related GHG emissions. The project proposes to construct 204 units of single-family residences with open spaces. As a conservative analysis, the emissions from existing use are not deducted from project emissions. ***Table 4-6, Estimated Greenhouse Gas Emissions***, presents the estimated CO_2, N_2O, and CH_4 emissions associated with the proposed project; refer to ***Appendix B, Air Quality/Greenhouse Gas /Energy Analysis*** for CalEEMod outputs.

Table 4-6
Estimated Greenhouse Gas Emissions

Source	CO_2	CH_4		N_2O		Total Metric Tons of CO_2e[2,3]
	Metric tons/year[1]	Metric tons/year[1]	Metric tons of CO_2e[1,3]	Metric tons/year[1]	Metric tons of CO_2e[1,3]	
Direct Emissions						
Construction (amortized over 30 years)[4]	42.88	0.01	0.14	<0.01	1.04	44.05
Area Source	47.53	<0.01	0.10	<0.01	0.24	47.87
Mobile Source	2,095.62	0.13	3.40	0.09	27.60	2,126.53
Total Direct Emissions	*2,186.03*	*0.14*	*3.64*	*0.10*	*28.88*	*2,218.45*
Indirect Emissions						
Energy Consumption	445.00	0.03	0.74	0.01	2.50	448.28
Solid Waste	12.14	0.72	17.90	0.00	0.00	30.08
Water Demand	26.05	0.35	8.80	0.01	2.60	37.39
Total Indirect Emissions	*483.19*	*1.10*	*27.44*	*0.02*	*5.10*	*515.76*
Total Project-Related Emissions[3]	*2,734.28 $MTCO_2e$/year*					
SCAQMD draft Threshold for residential development	*3,000 $MTCO_2e$/year*					
Exceed threshold?	*No*					
Emissions per service population per year[5]	*3.15 $MTCO_2e$/service population/year*					
CAP Proposed 2035 Target	*4.2 $MTCO_2e$/ service population year*					

Exceed threshold?	*No*

Notes:
Carbon dioxide equivalent = CO_2e; metric tons of carbon dioxide equivalent per year = $MTCO_2e$ per year
1. Project emissions were calculated using CalEEMod version 2020.4.0, as recommended by the SCAQMD.
2. Totals may be slightly off due to rounding.
3. Carbon dioxide equivalent values calculated using the U.S. Environmental Protection Agency Website, *Greenhouse Gas Equivalencies Calculator*, http://www.epa.gov/energy/greenhouse-gas-equivalencies-calculator, accessed January 12, 2023.
4. Total project construction GHG emissions equate to 1,321.61 $MTCO_2e$. Value shown is amortized over the lifetime of the project (assumed to be 30 years).
5. Refers to Section III, *Air Quality*, the project would introduce up to 867 additional residences to the City.

Refer to Appendix B, *Air Quality/Greenhouse Gas/Energy Analysis*, for detailed model input/output data.

Direct Project-Related Sources of Greenhouse Gases

Construction Emissions. Construction GHG emissions are typically summed and amortized over the lifetime of the project (assumed to be 30 years), then added to the operational emissions.[35] As shown in ***Table 4-6***, the proposed project would result in 44.05 $MTCO_2e$ per year from construction when amortized over 30 years (or a total of 1,321.16 $MTCO_2e$ in 30 years).

Area Source. Area source emissions were calculated using CalEEMod and project-specific land use data. Project-related area sources include exhaust emissions from landscape maintenance equipment. The project would directly result in 47.87 $MTCO_2e$ per year from area source emissions; refer to ***Table 4-6***.

Mobile Source. Based on information provided by the project applicant, the proposed project would generate approximately 1,944 average daily trips. The project would result in approximately 2,126.53 $MTCO_2e$ per year of mobile source generated GHG emissions; refer to ***Table 4-6***.

Indirect Project-Related Sources of Greenhouse Gases

Energy Consumption. Energy consumption emissions were calculated using CalEEMod and project-specific land use data. Imperial Irrigation District (IID) would provide electricity to the project site. The project proposes to install high efficiency lighting and energy efficient appliances. The project would indirectly result in 448.28 $MTCO_2e$ per year due to energy consumption; refer to ***Table 4-6***.

Water Demand. The project would install low-flow water fixtures and utilize water-efficient irrigation systems and draught-tolerant landscaping. Emissions from indirect energy impacts due to water supply would result in 37.39 $MTCO_2e$/year; refer to ***Table 4-6***.

Solid Waste. Solid waste associated with operations of the proposed project would result in 30.08 $MTCO_2e$/year; refer to ***Table 4-6***.

Total Project-Related Sources of Greenhouse Gases

As shown in ***Table 4-6***, the total amount of project-related GHG emissions from direct and indirect sources combined would total 2,734.28 $MTCO_2e$ per year, which is below the SCAQMD

[35] The project lifetime is based on the standard 30-year assumption of the South Coast Air Quality Management District (South Coast Air Quality Management District, *Draft Guidance Document – Interim CEQA Greenhouse Gas (GHG) Significance Threshold*, October 2008).

draft thresholds of 3,000 $MTCO_2e$ per year. Additionally, the project's emission would be 3.15 $MTCO_2e$/service population/year which is below the 2035 CAP 4.2 $MTCO_2e$ per service population year target. As such, impacts would be less than significant.

Mitigation Measures: None required.

b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Less Than Significant Impact.

Consistency With Applicable GHG Plans, Policies, Or Regulations

The GHG plan consistency for the project is based on the project's consistency with the CARB 2022 Scoping Plan, the SCAG 2020-2045 RTP/SCS, and the City's CAP. The 2022 Scoping Plan contains the GHG reductions, technology, and clean energy mandated by statutes. The SCAG 2020-2045 RTP/SCS includes strategies for the region to reach the regional target of reducing GHG from transportation sector. The City's General Plan contains goals and policies that would subsequently reduce GHG emissions within the City.

Consistency with 2020-2045 RTP/SCS

On September 3, 2020, the Regional Council of SCAG formally adopted the 2020-2045 RTP/SCS. The 2020-2045 RTP/SCS includes performance goals that were adopted to help focus future investments on the best-performing projects, as well as different strategies to preserve, maintain, and optimize the performance of the existing transportation system. The SCAG 2020-2045 RTP/SCS is forecasted to help California reach its GHG reduction goals by reducing GHG emissions from passenger cars by eight percent below 2005 levels by 2020 and 19 percent by 2035 in accordance with the most recent CARB targets adopted in March 2018. Five key SCS strategies are included in the 2020-2045 RTP/SCS to help the region meet its regional VMT and GHG reduction goals, as required by the State. ***Table 4-7¸ Project Consistency with 2020-2045 RTP/SCS*** shows the project's consistency with the five key SCS strategies found within the 2020-2045 RTP/SCS that help the region meet its regional VMT and GHG reduction goals, as required by the State. As shown therein, the proposed project would be consistent with the GHG emission reduction strategies contained in the 2020-2045 RTP/SCS.

Table 4-7

Project Consistency with 2020-2045 RTP/SCS

Reduction Strategy	Applicable Land Use Tools	Project Consistency Analysis
Focus Growth Near Destinations and Mobility Options		
• Emphasize land use patterns that facilitate multimodal access to work, educational and other destinations • Focus on a regional jobs/housing balance to reduce commute times and distances and expand job opportunities near transit and along center-focused main streets	Center Focused Placemaking, Priority Growth Areas (PGA), Job Centers, High	Consistent. The project is located approximately 0.13 miles from the nearest bus stops serviced by Sunline. Therefore, the project would focus growth near destinations and mobility options. As such,

Reduction Strategy	Applicable Land Use Tools	Project Consistency Analysis
• Plan for growth near transit investments and support implementation of first/last mile strategies • Prioritize infill and redevelopment of underutilized land to accommodate new growth, increase amenities and connectivity in existing neighborhoods • Encourage design and transportation options that reduce the reliance on and number of solo car trips (this could include mixed uses or locating and orienting close to existing destinations) • Identify ways to "right size" parking requirements and promote alternative parking strategies (e.g., shared parking or smart parking)	Quality Transit Areas (HQTAs), Transit Priority Areas (TPA), Neighborhood Mobility Areas (NMAs), Livable Corridors, Spheres of Influence (SOIs), Green Region, Urban Greening.	the project would be consistent with the reduction strategy.
Promote Diverse Housing Choices		
• Preserve and rehabilitate affordable housing and prevent displacement • Identify funding opportunities for new workforce and affordable housing development • Create incentives and reduce regulatory barriers for building context sensitive accessory dwelling units to increase housing supply • Provide support to local jurisdictions to streamline and lessen barriers to housing development that supports reduction of greenhouse gas emissions	PGA, Job Centers, HQTAs, NMA, TPAs, Livable Corridors, Green Region, Urban Greening.	Consistent. The project would involve development of a residential development near existing bus stops and existing commercial plaza, which increases housing supply and supports reduction of GHG emissions. As such, the project would be consistent with this reduction strategy.
Leverage Technology Innovations		
• Promote low emission technologies such as neighborhood electric vehicles, shared rides hailing, car sharing, bike sharing and scooters by providing supportive and safe infrastructure such as dedicated lanes, charging and parking/drop-off space • Improve access to services through technology—such as telework and telemedicine as well as other incentives such as a "mobility wallet," an app-based system for storing transit and other multi-modal payments • Identify ways to incorporate "micro-power grids" in communities, for example solar energy, hydrogen fuel cell power storage and power generation	HQTA, TPAs, NMA, Livable Corridors.	Consistent. The project would be a residential development with plenty parking and drop-off spaces. Furthermore, the project would be required to comply with all applicable Title 24 and CALGreen building codes at the time of construction. The project would be electric vehicle capable by including a listed raceway within each dwelling unit to accommodate EV charging stations, A raceway is the enclosed conduit that forms the physical pathway for electrical writing to protect it from damage. Therefore, the project would leverage technology innovations and help the City, County, and State meet its GHG reduction goals. The project would be consistent with this reduction strategy.
Support Implementation of Sustainability Policies		
• Pursue funding opportunities to support local sustainable development implementation projects that reduce greenhouse gas emissions • Support statewide legislation that reduces barriers to new construction and that incentivizes development near transit corridors and stations • Support local jurisdictions in the establishment of Enhanced	Center Focused Placemaking, Priority Growth Areas (PGA), Job Centers, High Quality Transit Areas (HQTAs),	Consistent. As previously discussed, the project site is near bus stops serviced by Sunline. Further, the project would comply with sustainable practices included in the 2022 Title 24 standards and CALGreen Code, such as installing low-flow fixtures, water-efficiency irrigation, and drought-

Reduction Strategy	Applicable Land Use Tools	Project Consistency Analysis
Infrastructure Financing Districts (EIFDs), Community Revitalization and Investment Authorities (CRIAs), or other tax increment or value capture tools to finance sustainable infrastructure and development projects, including parks and open space • Work with local jurisdictions/communities to identify opportunities and assess barriers to implement sustainability strategies • Enhance partnerships with other planning organizations to promote resources and best practices in the SCAG region • Continue to support long range planning efforts by local jurisdictions • Provide educational opportunities to local decisions makers and staff on new tools, best practices and policies related to implementing the Sustainable Communities Strategy	Transit Priority Areas (TPA), Neighborhood Mobility Areas (NMAs), Livable Corridors, Spheres of Influence (SOIs), Green Region, Urban Greening.	tolerant landscaping. Additionally, in compliance with CALGreen Code, all single-family residential units of the project would be EV capable by including a listed raceway within each dwelling unit to accommodate EV charging stations. This project design feature would encourage and support the use of EVs within the proposed residential development. Thus, the project would be consistent with this reduction strategy.
Promote a Green Region		
• Support development of local climate adaptation and hazard mitigation plans, as well as project implementation that improves community resiliency to climate change and natural hazards • Support local policies for renewable energy production, reduction of urban heat islands and carbon sequestration • Integrate local food production into the regional landscape • Promote more resource efficient development focused on conservation, recycling and reclamation • Preserve, enhance and restore regional wildlife connectivity • Reduce consumption of resource areas, including agricultural land • Identify ways to improve access to public park space	Green Region, Urban Greening, Greenbelts and Community Separators.	Consistent. The proposed project is in an urbanized area and would therefore not interfere with regional wildlife connectivity or agricultural land. The project would be required to comply with sustainable practices included in 2022 Title 24 standards and CALGreen Code, which would help reduce energy consumption and reduce GHG emissions. Thus, the project would support efficient development that reduces energy consumption and GHG emissions. The project would be consistent with this reduction strategy.

Source: Southern California Association of Governments, *Connect SoCal: 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy*, September 3, 2020.

Consistency with 2022 Scoping Plan

The 2022 Scoping Plan identifies reduction measures necessary to achieve the goal of carbon neutrality by 2045 or earlier. Actions that reduce GHG emissions are identified for each AB 32 inventory sector. ***Table 4-8, Consistency with the 2022 Scoping Plan: AB 32 Inventory Sectors,*** evaluates the project's consistency with applicable reduction actions and strategies by emission source category to determine how the project would be consistent with or exceed reduction actions and strategies outlined in the 2022 Scoping Plan.

Table 4-8

Consistency with the 2022 Scoping Plan: AB 32 Inventory Sectors

Actions and Strategies	Project Consistency Analysis
Smart Growth / Vehicles Miles Traveled (VMT)	
Reduce VMT per capita to 25% below 2019 levels by 2030, and 30% below 2019 levels by 2045.	Consistent. The project is located near existing bus stops serviced by Sunline and an existing commercial plaza. Therefore, the project would focus growth near

Actions and Strategies	Project Consistency Analysis
	destinations and mobility options that would reduce VMT. As such, the project would be consistent with the action.
New Residential and Commercial Buildings	
All electric appliances beginning 2026 (residential) and 2029 (commercial), contributing to 6 million heat pumps installed statewide by 2030.	Consistent. The project is expected to consist of natural gas heating and/or cooking on-site. The City of Coachella has not adopted an ordinance or program limiting the use of natural gas for on-site cooking and/or heating. However, if adopted, the project would comply with the applicable goals or policies limiting the use of natural gas equipment in the future. Furthermore, the project would install high efficiency lighting and appliances. As such, the project would be consistent with this action.
Non-combustion Methane Emissions	
Divert 75% of organic waste from landfills by 2025.	Consistent. The project would be required to recycle and compost 75 percent of waste per AB 341. As such, the project would be consistent with the action.
Source: California Air Resources Board, *2022 Scoping Plan*, November 16, 2022.	

Consistency with City of Coachella General Plan and Climate Action Plan

The General Plan is the articulation for the City's vision of growth for the next 80-100 years with specific steps to guide development toward that vision between now and 2035. Coachella's CAP is a proactive step toward addressing the climate challenge to protect our children and grandchildren before climate change becomes irreversible. The Coachella CAP is an implementation tool of the General Plan to guide development in the City by focusing on attaining the goals and policies of the General Plan. As shown in ***Table 4-9, Consistency with the General Plan***, the proposed project would be consistent with the General Plan to reduce energy consumption and GHG emissions. Additionally, the project's emissions would be 3.15 $MTCO_2e$/service population/year, which is below the CAP 2035 target. According to the CAP, if the operational year per service population emissions is less than or equal to the City's per service population target, the project is assumed to be compliant with the CAP. As such, the project would be consistent with General Plan and CAP.

Table 4-9

Consistency with the General Plan

Goals/Policies	Project Consistency Analysis
General Plan	
Sustainability and Natural Environment Element Goal 1. Climate Change. A resilient community that is prepared for the health and safety impacts of and minimizes the risks of climate change. Policies: 1.2GHG reductions. Promote land use and development patterns that reduce the community's dependence on and length of automobile trips.	Consistent. The project is a residential development located near existing bus stops serviced by Sunline and existing commercial plaza, which would reduce the community's dependence and the length of automobile trips. The project would be required to comply with 2022 Title 24 standards and 2022 CALGreen Code. Compliance with Title 24 and CALGreen standards would ensure the project incorporates efficient electric heat pumps, establish electric-ready requirements for new

Goals/Policies	Project Consistency Analysis
Goal 4. Green Building. Community building stock (both new construction and renovations) that demonstrates high environmental performance through green design. Policy: 4.4Reducing GHG emissions. In consulting with applicants and designing new facilities, prioritize the selection of green building design features that enhance the reduction of greenhouse gas emissions.	homes, expand solar photovoltaic and battery storage standards, strengthen ventilation standards, as well as water efficient fixtures and electric vehicles charging infrastructure. Further, in compliance with CALGreen Code, all single-family residential units of the project would be electric vehicle (EV) capable by including a listed raceway within each dwelling unit to accommodate EV charging stations. This project design feature would encourage and support the use of EVs within the proposed residential development. These features would enhance the reduction of greenhouse gas emissions. As such, the project would be consistent with the goals and policies of the General Plan.
Source: City of Coachella, *General Plan*, adopted April 22, 2015.	

Conclusion

Consequently, the proposed project would not conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of GHGs, including the 2020-2045 RTP/SCS, the 2022 Scoping Plan, and the City's General Plan and CAP. Impacts would be less than significant in this regard.

Mitigation Measures: No mitigation is required.

4.9 Hazards and Hazardous Materials

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

This section is based on the *Phase I and Phase II Environmental Site Assessment, Proposed Sevilla II Residential Development*, prepared by Leighton and Associates, Inc. on January 21, 2022; refer to ***Appendix K, Phase I and II ESA***.

Discussion

a) Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Less than Significant Impact. Residential land uses are not typically associated with the routine transport, use, disposal, or generation of substantial amounts of hazardous materials. Future residents may use common household cleaning products, fertilizers, and herbicides on-site, any of which could contain potentially hazardous chemicals; however, such products would be expected to be used in accordance with label instructions. Due to the regulations governing use of such products and quantity used, the routine use of these products would not represent a substantial risk to public health or the environment. Therefore, a less than significant impact would occur.

The construction phase would involve the use of heavy equipment, which uses small amounts of oil and fuels and other potential flammable substances. During construction, equipment would require refueling and minor maintenance on site that could lead to minor fuel and oil spills. The contractor will be required to identify a staging area for storing materials and will be subject to State law relating to the handling, storage and use of hazardous materials during construction. Impacts would be less than significant.

Mitigation Measures: None required.

b) Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Less than Significant Impact With Mitigation Incorporated. Construction activities associated with the project would involve the use of heavy equipment and various construction materials such as concrete, paints, and adhesives. Small quantities of potentially toxic substances (e.g., petroleum and other chemicals used to operate and maintain construction equipment) would be used at the project site and transported to and from the site during construction. However, the use and handling of hazardous materials during construction activities and long-term operation of the project would occur in accordance with applicable federal, state, and local laws including California Occupational Health and Safety Administration (CalOSHA) requirements.

The Phase I and Phase II ESA found that soils on the project site at depths of 0.5-feet below ground surface contain elevated levels of 4,4'-DDE and DRO (diesel-range organic compounds). The compound 4,4'-DDE is an organochlorine pesticide (OCP) used in agriculture, and exceeded

residential screening criteria in one soil sample in the central portion of the site. To reduce impacts related to the release of 4,4'-DDE into the environment, Mitigation Measure HAZ-1 shall be implemented. Mitigation Measure HAZ-1 requires the excavation of OCP-affected soil identified within the Phase I and Phase II ESA. Confirmation soil samples would also be required to ensure that contaminated soils are thoroughly removed. Based on the Phase I and II ESA, the presence of DRO corresponds with a report of a minor release of diesel fuel that occurred in 2006. The release affected the upper two-feet of soil in a relatively small area. As such, Mitigation Measure HAZ-2 would be implemented, which requires the excavation of DRO-impacted soils, with an area of approximately 10-feet by 10-feet, to a depth of two-feet. Mitigation Measures HAZ-1 and HAZ-2 would reduce impacts associated with the release of 4,4'-DDE and DRO into the environment to less than significant levels.

Operational activities would include standard maintenance (i.e., landscape upkeep, exterior painting and similar activities) involving the use of commercially available products (e.g., pesticides, herbicides, gas, oil, paint, etc.) the use of which would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accidental release of hazardous materials into the environment. With implementation of Mitigation Measures HAZ-1 and HAZ-2, impacts would be less than significant.

Mitigation Measures:

HAZ-1 **Excavation of OCP-Impacted Soils.** The construction contractor shall ensure that OCP-impacted soils identified in the vicinity of boring AST6, as shown on Figure 4 of the Phase I and Phase II ESA, is removed and properly disposed offsite. The removal shall be 10-feet by 10-feet in area surrounding boring AST6, to a depth of 2-feet below ground surface.

The applicant shall obtain a qualified geologist, who shall collect confirmation soil samples from the sidewalls and bottom of the resulting excavation to ensure contaminated soil does not remain in-place. The geologist may require further excavation of contaminated soils, if applicable.

HAZ-2 **Excavation of DRO-Impacted Soils.** The construction contractor shall ensure that DRO-impacted soils identified in the vicinity of boring AST1 and AST2, as shown on Figure 4 of the Phase I and Phase II ESA, is removed and properly disposed offsite. The removal shall be 10-feet by 10-feet in the area surrounding boring AST1 and AST2, to a depth of 2-feet below ground surface.

The applicant shall obtain a qualified geologist, who shall collect confirmation soil samples from the sidewalls and bottom of the resulting excavation to ensure contaminated soil does not remain in-place. The geologist may require further excavation of contaminated soils, if applicable.

c) Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Less Than Significant Impact With Mitigation Incorporated. The nearest school is Imagine Schools Transitional Kindergarten through 8th Grade Charter School, which is approximately 0.2-mile southwest of the project site and operates through a traditional school year of August through June. During construction activities the routine use of hazardous materials such as paint, solvents, and gasoline would be used on-site. While not in use, such materials are required to be stored on-site per state regulations such as the Occupational Safety and Health Administration (OSHA) Materials Handling and Storage requirements.[36]

As described in Response 4.9(b), above, the Phase I and Phase II ESA found that the project site contains elevated levels of 4,4'-DDE and DRO. During construction, the areas impacted by these potentially hazardous materials must be excavated and removed from the project site, in compliance with Mitigation Measures HAZ-1 and HAZ-2. With implementations of Mitigation measures HAZ-1 and HAZ-2, impacts to schools with regard to hazardous waste would be reduced to less than significant.

Once constructed, the residential development consisting of individual homes may utilize routine residential pest control and pesticide products. However, the project would not result in significant hazardous emissions or handle hazardous materials, substances, or waste that would affect any off-sight land uses including the nearby school.

Mitigation Measures: Refer to Mitigation Measures HAZ-1 and HAZ-2.

d) Would the project 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?

No Impact. There are no hazardous materials or waste sites located on or within a 1-mile radius of the site; the nearest hazardous waste site is located approximately 1.1 miles east of the project site at 1577 First Street, Coachella. This site was formerly a pesticide and fertilizer business. This site is not included on the California Environmental Protection Agency's Cortese List Data Resources Database.[37] Thus, the project will not create a significant hazard to the public or environment.

Mitigation Measures: None required.

[36] OSHA Materials Handling and Storage, https://www.osha.gov/sites/default/files/publications/osha2236.pdf, revised in 2002.

[37] California Environmental Protection Agency, Cortese List Data Resources, https://calepa.ca.gov/sitecleanup/corteselist/, accessed October 3, 2022.

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 or excessive noise for people residing or working in the project area?

No Impact. The nearest airport is Jacqueline Cochran Regional Airport in Thermal, which is located approximately 4.0 miles southeast of the project site. The project site is located outside the airport influence area boundary.[38] Therefore, the project would not result in a safety hazard or excessive noise for people residing or working at the project site.

Mitigation Measures: None required.

f) Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

No Impact. The City of Coachella is served by Fire Station #79, which is located approximately 1.25 miles from the project site, and Riverside County Sheriff's Department, located approximately 4.1 miles from the project site. The project site design shall be reviewed for compliance with project specific emergency access, water pressure and similar requirements as a routine aspect of the City's design review process. In addition, the project does not propose any changes to adjacent roadways that could potentially impair emergency response or evacuation (lane reductions, narrowing, permanent road closures, etc.). Therefore, the project would not interfere with an adopted emergency response or evacuation plan.

Mitigation Measures: None required.

g) Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

No Impact. The project site is not located in or near a State Responsibility Area and does not contain lands classified as high or very high fire hazard severity zones.[39] Therefore, the project will not expose people or structures to a significant risk associated with wildfires.

Mitigation Measures: None required.

[38] Riverside County Airport Land Use Commission, Individual Airport Policies and Compatibility Maps – Jacqueline Cochran Regional Airport, amended September 2006.

[39] California Fire, Fire Hazard Severity Zones Map, accessed October 3, 2022.

4.10 Hydrology and Water Quality

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

A Preliminary Water Quality Management Plan (WQMP) and Hydrological Report were prepared for the project by Michael Baker International in November 2022; refer to ***Appendix G, Preliminary Water Quality Management Plan***, and ***Appendix H, Hydrological Report***, respectively. The purpose of a WQMP is to achieve a level of storm water runoff pollution prevention and abatement that would ensure the health of local waterways. The WQMP analyzes the project and prescribes post-construction Best Management Practices (BMPs) for the property to accomplish this goal and to meet local, state, and federal water quality standards.

Discussion

a) Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Less than Significant Impact. The project involves a development footprint of approximately 39 acres. The size and nature of the proposed development prompts compliance with the existing regulations pertaining to water quality standards and waste discharge requirements.

As part of Section 402 of the Clean Water Act, the U.S. EPA has established regulations under the NPDES program to control direct storm water discharges.[40] In California, the SWRCB administers the NPDES permitting program and is responsible for developing NPDES permitting requirements. [41] The NPDES program regulates industrial pollutant discharges, which include construction activities. The SWRCB works in coordination with the Regional Water Quality Control Boards (RWQCB) to preserve, protect, enhance, and restore water quality. The project site is under the jurisdiction of the Colorado River RWQCB.

Short-Term Construction Impacts

Construction activities associated with the proposed residential development would be subject to NPDES requirements. Construction sites with one acre or more of soil disturbance are required to apply for coverage for discharges under the General Construction Permit (CGP) by submitting a Notice of Intent (NOI) for coverage. Compliance with the CGP involves the development and implementation of a project-specific Storm Water Pollution Prevention Plan (SWPPP) designed to reduce potential adverse impacts to surface water quality during the period of construction, which would include a site plan showing existing and proposed buildings, lots, roadways, storm water collection and discharge points, drainage patterns across the project, and general topography both before and after construction. The SWPPP must list best management practices (BMPs) to be implemented in order to minimize the impact of storm water runoff and address construction site pollutants. Stormwater BMPs refer to a schedule of activities, prohibitions of practices, maintenance procedures, and other management practices to prevent, eliminate, or

[40] Federal Water Pollution Control Act Amendments of 1972, 33 U.S.C. Sections 1251 et seq. (1972).
[41] Federal Water Pollution Control Act Amendments of 1972, 33 U.S.C. Sections 1251 et seq. (1972).

reduce the pollution of the receiving waters. BMPs also include treatment requirements, operating procedures, and practices to control plant site runoff spillage or leaks.

Based on the project location and setting, the compliant SWPPP is expected to identify temporary sediment track-out prevention devices at each construction entrance/exit point. This type of BMP will provide temporary stabilization to prevent sediment track-out and fugitive dust emissions. Linear sediment barriers are warranted along portions of or the entire construction perimeter to prevent soil and sedimentation erosion impacts. As construction progresses, any on-site proposed storm drain inlets that become operational will require temporary protection to prevent sediment or pollutants from entering the on-site storm drain system.

Long-Term Operational Impacts

Long-term impacts to water quality occur when impacts related to urban runoff increase due to project operations. A reduction of permeable surfaces would be considered a water quality impact, as permeable surfaces allow for rain and runoff to infiltrate into the ground. Infiltration both reduces the amount of flow that is capable of washing off additional pollutants and filter water removing potential pollutants. These changes have the potential to affect long-term water quality. The project involves construction of 204 single-family residences and associated hardscapes. Project implementation would result in a reduction of permeable surfaces, since vacant land would be replaced with residential uses. Thus, the water quality issues of concern would involve urban runoff associated with the new land uses.

With compliance with existing federal, state, and local regulations related to water quality, and implementation of BMPs included in the project construction SWPPP, the project would result in less than significant impacts to water quality resulting from the project. The project would not generate hazardous wastewater that would require any special waste discharge permits. All wastewater associated with the project's interior plumbing systems would be discharged into the local sewer system for treatment at the regional wastewater treatment plant. Impacts would be less than significant with implementation of required BMPs and design recommendations.

Mitigation Measures: None required.

b) Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

Less than Significant Impact. Coachella Water Authority is the primary water supplier for the project area, which is underlain by Coachella Valley groundwater basin. The Coachella Water Authority has established active water conservation, water reuse, and groundwater recharge planning efforts to ensure adequate water availability and system capacity to meet the growing needs of the City of Coachella. These planning efforts include: turf removal programs, smart

irrigation controller installations, toilet rebates, the use of recycled water, and conservation pricing.

The project involves development of 204 residential units, which would result in increased water consumption, placing greater demands on groundwater supplies. However, the project would not substantially decrease groundwater supplies such that it would impede sustainable groundwater management of the basin.

Local groundwater resources are managed under the 2020 City of Coachella Urban Water Management Plan (2020 UWMP). The 2020 UWMP serves as a planning tool that documents actions in support of long-term water resources planning and ensures adequate water supplies are available to meet the existing and future urban water demands. In addition, the 2022 Indio Subbasin Water Management Plan Update, prepared by CVWD, documents the adequacy of the groundwater supplies and confirms that planned future development will not impede sustainable groundwater management. Runoff will be retained onsite in the proposed retention basin, which totals 1.37 acres and would help facilitate groundwater recharge.

Furthermore, the project will implement water conservation measures in accordance with the regulations established by CVWD and the City of Coachella.[42] The project will conserve water through measures that may include efficient plumbing and appliances, efficient irrigation systems, and drought-tolerant planting materials. Therefore, the project is not expected to interfere with groundwater recharge conditions, and impacts on groundwater supplies and recharge are expected to be less than significant.

Mitigation Measures: None required.

c) i) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on- or off-site?

Less than Significant Impact. The project proposes to develop a 204-unit residential community with associated parks and landscaping on a site that is currently fallow agricultural land. Construction and operation of the project would increase the net area of impermeable surfaces on the site. The project would include on-site infiltration in the form of one retention basin to capture stormwater. Adherence to City requirements, including WQMP BMPs, will ensure the project site design will not result in erosion or siltation on- or off-site. The City's requirements include best management practices for the control of silts and other contaminants in flood waters, which will be applicable to the project. Impacts would be less than significant.

[42] City of Coachella General Plan Conservation Element. Accessed 10/10/22. https://cityofcoachellageneralplanupdate.weebly.com/uploads/1/2/1/2/12129446/conservation_element.pdf

Mitigation Measures: None required.

c.ii) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

Less than Significant Impact. The project site gently slopes to the southeast, with elevations ranging from 40 to 48 below mean sea level and contains no rivers or streams. The project complies with the local and regional groundwater recharge strategies by implementing on-site storm water retention, infiltration and low impact development improvements as part of the site design. Runoff will be retained onsite in the proposed retention basin, which totals 1.37 acres. As such, the entire volume of storm water runoff generated on-site up to the 100-year event. Impacts would be less than significant.

Mitigation Measures: None required.

c.iii) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

Less than Significant Impact. Although the project would increase the amount of impervious surfaces on site, the project would not alter the source of a stream or river. The project complies with the local and regional groundwater recharge strategies by implementing on-site storm water retention, infiltration and low impact development improvements as part of the site design. Runoff will be retained onsite in the proposed retention basin, which totals 1.37 acres. As such, the entire volume of storm water runoff generated on-site up to the 100-year event. Impacts would be less than significant

Mitigation Measures: None required.

c.iv) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would impede or redirect flood flows?

Less than Significant Impact. The project complies with the local and regional groundwater recharge strategies by implementing on-site storm water retention, infiltration and low impact development improvements as part of the site design. Runoff will be retained onsite in the

proposed retention basin, which totals 1.37 acres. As such, the entire volume of storm water runoff generated on-site up to the 100-year event. Impacts would be less than significant.

Mitigation Measures: None required.

d) Would the project in flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

Less than Significant Impact. The project is not located within a FEMA FIRM 100-year floodplain. The project site is designated as Zone X, Area of Minimal Flood Hazard.[43] As previously described, the project site does not contain nor is it located near any streams, rivers or other natural drainage courses. The project site is not located near any large inland bodies of water and is more than 50 miles from the Pacific Ocean, a condition that precludes inundation by tsunami or seiche. As such, the project is designed to provide the proper capture and conveyance, of stormwater flows resulting from the 100-year storm event for the project and existing off-site tributary areas. The proposed retention basin will be the primary method of ensuring that the design volume is captured and infiltrated without causing flooded conditions. Less than significant impacts are anticipated.

Mitigation Measures: None required.

e) Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

No Impact. The project has developed a WQMP to address the project's quality and quantity of stormwater runoff and provide BMPs for the construction and operation of the project to ensure compliance with the current General Stormwater Permit. Adherence to the City's standard requirements related to water quality will ensure there will be no impact to a water quality control plan.

Mitigation Measures: None required.

[43] FEMA FIRM, National Flood Layer Viewer. RIVERSIDE COUNTY, CALIFORNIA AND INCORPORATED AREAS PANEL 1620 OF 3805. Accessible via: https://www.fema.gov/flood-maps/national-flood-hazard-layer Accessed, September 15, 2022.

4.11 Land Use and Planning

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
LAND USE AND PLANNING: *Would the project:*				
a) Physically divide an established community?	☐	☐	☐	☒
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐

Discussion

a) Would the project physically divide an established community?

No Impact. The physical division of an established community is typically associated with construction of a linear feature, such as a major highway or railroad tracks, or removal of a means of access, such as a local road or bridge, which would impair mobility within an existing community or between a community and an outlying area.

The project consists of the construction of 204 single-family residential units and associated infrastructure and improvements including roads, landscaping, utilities, and infiltration basins/drainage facilities on a site already planned for residential development. The project site is surrounded by agricultural uses to the north, south, and west, and by residential uses to the east and west.

The project does not propose construction of any roadway, flood control channel, or other structure that would physically divide any portion of the community. In addition, the project is consistent with the surrounding land uses and would not divide an established community. Therefore, no impact would occur.

Mitigation Measures: None required.

b) Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

Less Than Significant Impact. The project site is not located within the boundaries of a specific plan. The project site has a General Plan land use designation of General Neighborhood. This

development application is consistent with the land use designation and would result in providing approximately 7.7 dwelling units per acre.

The project site consists of two (2) parcels zoned (GN) General Neighborhood. This project includes a change of zone to General Neighborhood-Planned Unit Development (GN-PUD) to provide design and zoning standards for the site in order to develop 204 single-family residences. Moreover, the required change of zone does not substantially change the planned residential use of the site and will not cause significant environmental impacts.

The project includes a site design review to ensure compliance with site-specific development standards, as outlined in the Coachella Municipal Code. Following the approval of the above actions, the project would not cause a significant environmental impact due to a conflict with a land use plan, policy or regulation, and a less than significant impact would occur.

Mitigation Measures: None required.

4.12 Mineral Resources

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

Discussion

a) Would the project 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?

No Impact. According to the United States Geological Survey (USGS) Mineral Resources Online Spatial Data maps, there are no known mineral resources, critical minerals, or mine features located on or near the project site.[44] Additionally, the site is not currently being used for extraction of mineral resources, nor is it likely to be used for that purpose in the future. Construction of the proposed residential development would rely on existing local and regional aggregate resources from permitted facilities. The project is not expected to result in a considerable extraction and/or loss of known mineral resources that are considered important to the Coachella Valley Region or residents of California. Therefore, it is anticipated that no impacts related to the loss of availability of known mineral resources would occur.

Mitigation Measures: None required.

b) Would the project 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?

No Impact. The City's General Plan 2035 Environmental Impact Report identifies the project site to be located within Mineral Resource Zone 1 (MRZ-1). MRZ-1 indicates areas where no

[44] United States Geological Survey Mineral Resources Online Spatial Data. https://mrdata.usgs.gov/general/map-us.html. Accessed September 16, 2022.

significant mineral deposits are present, or areas where mineral deposits are unlikely to exist. The project site has not been identified as a locally-important mineral resource recovery site, and there are no mineral resource recovery sites on or near the project area. Therefore, the project would not result in the loss of availability of a locally-important mineral resource recovery site, and no impact would occur.

Mitigation Measures: None required.

4.13 Noise

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

Discussion

FUNDAMENTALS OF NOISE

Sound is mechanical energy transmitted by pressure waves in a compressible medium such as air and is characterized by both its amplitude and frequency (or pitch). The human ear does not hear all frequencies equally. In particular, the ear deemphasizes low and very high frequencies. To better approximate the sensitivity of human hearing, the A-weighted decibel scale (dBA) has been developed. On this scale, the human range of hearing extends from approximately 3 dBA to around 140 dBA.

Noise is generally defined as unwanted or excessive sound, which can vary in intensity by over one million times within the range of human hearing; therefore, a logarithmic scale, known as the decibel scale (dB), is used to quantify sound intensity. Noise can be generated by a number of sources, including mobile sources such as automobiles, trucks, and airplanes, and stationary sources such as construction sites, machinery, and industrial operations. Noise generated by mobile sources typically attenuates (is reduced) at a rate between 3 dBA and 4.5 dBA per doubling of distance. The rate depends on the ground surface and the number or type of objects between the noise source and the receiver. Hard and flat surfaces, such as concrete or asphalt, have an attenuation rate of 3 dBA per doubling of distance. Soft surfaces, such as uneven or

vegetated terrain, have an attenuation rate of about 4.5 dBA per doubling of distance. Noise generated by stationary sources typically attenuates at a rate between 6 dBA and about 7.5 dBA per doubling of distance.

There are a number of metrics used to characterize community noise exposure, which fluctuate constantly over time. One such metric, the equivalent sound level (L_{eq}), represents a constant sound that, over the specified period, has the same sound energy as the time-varying sound. Noise exposure over a longer period of time is often evaluated based on the Day-Night Sound Level (L_{dn}). This is a measure of 24-hour noise levels that incorporates a 10-dBA penalty for sounds occurring between 10 p.m. and 7 a.m. The penalty is intended to reflect the increased human sensitivity to noises occurring during nighttime hours, particularly at times when people are sleeping and there are lower ambient noise conditions. Typical L_{dn} noise levels for light and medium density residential areas range from 55 dBA to 65 dBA.

Two of the primary factors that reduce levels of environmental sounds are increasing the distance between the sound source to the receiver and having intervening obstacles such as walls, buildings, or terrain features between the sound source and the receiver. Factors that act to increase the loudness of environmental sounds include moving the sound source closer to the receiver, sound enhancements caused by reflections, and focusing caused by various meteorological conditions.

REGULATORY FRAMEWORK

State

The State Office of Planning and Research *Noise Element Guidelines* include recommended exterior and interior noise level standards for local jurisdictions to identify and prevent the creation of incompatible land uses due to noise. The *Noise Element Guidelines* contain a land use compatibility table that describes the compatibility of various land uses with a range of environmental noise levels in terms of the Community Noise Equivalent Level (CNEL). A noise environment of 50 CNEL to 60 CNEL is considered to be “normally acceptable” for residential uses. The Office of Planning and Research recommendations also note that, under certain conditions, more restrictive standards than the maximum levels cited may be appropriate.

City of Coachella General Plan

The City Council of the City of Coachella approved the General Plan 2035 document (General Plan) on April 22, 2015. The General Plan is the primary legal document to guide long-term growth, development and conservation in the City and Sphere of influence. The General Plan is the articulation for the City’s vision of growth for the next 80-100 years with specific steps to guide development toward that vision between now and 2035. As such, the General Plan Noise Element identifies the goals, policies and actions that will enable the City to achieve this vision. As Coachella continues to grow, traffic levels and traffic-related noise is expected to increase. As demonstrated in the Noise Element, noise levels are forecast to exceed City standards in some

areas if not properly attenuated. The goals and policies below reflect the City's fundamental responsibility and desire to protect and preserve the health, safety, and welfare of the community from excessive noise, as defined in the City's Land Use/Noise Compatibility Matrix, shown in Figure 10-1: Coachella Land Use/Noise Compatibility Matrix and in ***Table 4-10, Coachella Land Use/Noise Compatibility Matrix,*** below.

Table 4-10

Coachella Land Use/Noise Compatibility Matrix

Land Use Category		Community Noise Exposure (L_{dn} or CNEL, dBA)			
		Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
CATEGORIES	USES				
RESIDENTIAL	Single-Family, Duplex, Multiple Family	50 – 60	60 – 70	70 – 75	75 – 85
RESIDENTIAL	Mobile Homes	50 – 65	60 – 65	65 – 75	75 – 85
COMMERCIAL – Regional, District	Hotel, Motel, Transient Lodging	50 – 65	60 – 70	70 – 80	80 – 85
COMMERCIAL – Regional, Village District, Special	Commercial Retail, Bank, Restaurant, Movie Theater	50 – 70	70 – 80	80 – 85	NA
COMMERCIAL INDUSTRIAL	Office Building, Research and Development, Professional Offices, City Office Building	50 – 65	65 – 75	75 – 80	80 – 85
COMMERCIAL – Recreation INSTITUTIONAL – Civic Center	Amphitheaters, Concert Halls, Auditoriums, Meeting Hall	NA	50 – 60	NA	70 – 85
COMMERCIAL – Recreation	Children's Amusement Park, Miniature Golf Course, Go-cart Track, Equestrian Center, Sports Club	50 – 65	65 – 75	NA	75 – 85
COMMERCIAL – General, Special INDUSTRIAL, INSTITUTIONAL	Automobile Service Station, Auto Dealership, Manufacturing, Warehousing, Wholesale, Utilities	50 – 70	70 – 85	NA	NA
INSTITUTIONAL – General	Hospital, Church, Library, School Classroom	50 – 60	60 – 65	65 – 75	75 -- 85
OPEN SPACE	Parks	50 – 65	65 – 70	70 – 75	75 – 85
OPEN SPACE	Gold Courses, Cemeteries, Nature Centers, Wildlife Reserves, Wildlife Habitat	50 – 70	70 – 75	75 – 85	NA
AGRICULTURE	Agriculture	50 – 85	NA	NA	NA

Land Use Category		Community Noise Exposure (L_{dn} or CNEL, dBA)			
CATEGORIES	USES	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Notes: NA = Not Applicable; L_{dn} = Day/Night Average; CNEL = community noise equivalent level; dBA = A-weighted decibels Normally Acceptable - Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements. Conditionally Acceptable - New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice. Normally Unacceptable - New Construction or development should be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insu0lation features included in the design. Clearly Unacceptable – New construction or development should generally not be undertaken. * Construction of new residential uses will not be allowed within the 65 dBA CNEL contour for airport noise.					
Source: City of Coachella, *General Plan Noise Element*, April 22, 2015.					

The following goals and policies are applicable to the project.

Goal 1. Land Use Planning and Design. A community where noise compatibility between differing types of land uses is ensured through land use planning and design strategies.

Policies

1.1 Noise Compatibility. Use the City's Land Use/Noise Compatibility Matrix shown in Figure 10-1 (***Table 4-10***) as a guide for planning and development decisions.

1.2 Noise Analysis and Mitigation. Require projects involving new development or modification to existing development to implement mitigation measures, where necessary, to reduce noise levels to at least the normally compatible range shown in Figure 10-1 (***Table 4-10***). 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.

1.6 Land Use and Community Design. Except in cases where noise levels are in the clearly incompatible range as shown in the City's Land Use/Noise Compatibility Matrix Shown in Figure 10-1 (***Table 4-10***), prioritize the building design and character policies in the Land Use and Community Design Element over those in the Noise Element to ensure that new development meets the design vision of the City.

Goal 2. Stationary Source Noise. A community where excessive noise from stationary sources is minimized.

Policies

2.1 Noise Ordinance. Minimize noise conflicts between neighboring properties through enforcement of applicable regulations such as the City's noise ordinance.

2.2 Noise Control. Minimize stationary noise impacts on sensitive receptors and noise emanating from construction activities, private developments/residences, landscaping activities, night clubs and bars and special events.

Goal 3. Mobile Source Noise. A community where excessive noise from mobile sources is minimized.

Policy

3.1 Roadway Noise. Where roadway noise exceeds the normally compatible range shown in the City's Land Use/Noise Compatibility Matrix Shown in Figure 10-1 (***Table 4-10***), implement policies listed under Goal 1 to reduce the impacts of roadway noise on noise-sensitive receptors.

City of Coachella Code of Ordinances

The City of Coachella Code of Ordinances Chapter 7, *Noise Control*, contains the regulations to control noise in the City.

7.04.030 – *Sound Level Limits as related to fixed noise sources*.

A. Regardless of whether an objective measurement by sound level meter is involved, it shall be unlawful for any person to make, continue, or cause to be made or continued, within the city limits any disturbing excessive or offensive noise or vibration which causes discomfort or annoyance to any reasonable person of normal sensitive residing in the area or that is plainly audible at a distance greater than fifty (50) feet from the sources point for any purpose. The following ten-minute average sound level limits, unless otherwise specially indicated, shall apply as indicated in ***Table 4-11, Sound Level Limits***, below, as it relates to a fixed noise source or leaf blower pursuant to Section 7.04.075.

Table 4-11

Sound Level Limits

Zone	Time	Applicable Ten-Minute Average Decibel Limit (A-weighted)
Residential – All zones	6:00 a.m. to 10:00 p.m.	55
	10:00 p.m. to 6:00 a.m.	45
Commercial – All zones	6:00 a.m. to 10:00 p.m.	65
	10:00 p.m. to 6:00 a.m.	55
Source: City of Coachella, *Code of Ordinances, Title 7 – Noise Control*, June 2, 2022.		

B. If the measured ambient noise level exceeds the applicable limit as noted in the table in subsection (A) of this section (***Table 4-11***), the allowable average sound level shall be the ambient noise level. The ambient noise level shall be measured when the alleged noise violation sources are not operating.

C. The sound level limit between two zoning districts shall be measured the higher allowable district.

7.04.070 – *Construction activities*

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 required by the city in any work of construction, erection, demolition, alteration, repair, addition to or improvement of any building, structure, road 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.

7.04.075 – *Property maintenance activities*

A. Noise sources associated with property maintenance activities 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.

Notwithstanding the hours of permitted operations, such equipment that constitutes a public nuisance maybe abated as otherwise provided in this Code.

B. No person shall willfully make or continue, or willfully cause to be made or continued, any noise from any portable powered blower at level which exceeds seventy (70) decibels dBA measured at the midpoint of a wall area twenty (20) feet long and ten (10) feet high and at the horizontal distance fifty (50) feet away from the midpoint of the wall, or not

more than seventy-six (76) decibels dBA at a horizonal distance of twenty-four (24) feet using a sound level meter.

C. No portable powered blower shall be operated in a manner which will permit dirt, dust, debris, leaves, grass clippings, cutting, or trimmings from trees or shrubs to be blown or deposited onto neighboring or public right-of-way. All waste shall be removed and disposed of in a sanitary manner by the use of property occupant.

D. Leaf blowers shall not be operated within a horizontal distance of ten (10) feet of any operable window, door, or mechanical air intake opening or duct.

7.04.090 – *Air conditioning, refrigeration and pool equipment*.

The noise standards enumerated in Section 7.04.030 shall be increased by eight dBA when the alleged offensive noise source is an air conditioning or refrigeration system or associated equipment which was installed prior to the effective date of ordinance codified in this chapter. Installation of new equipment must be certified to be within the provisions of this chapter. Installation of new equipment must be certified to be within the provisions of this chapter for night and day operation noise level.

EXISTING CONDITIONS

Stationary Noise Sources

The project area consists of residential, commercial, and institutional uses. The primary sources of stationary noise in the project vicinity are urban-related activities (i.e., mechanical equipment and parking areas). The noise associated with these sources may represent a single-event noise occurrence, short-term, or long-term/continuous noise.

Mobile Noise Sources

The majority of the existing noise in the project area is generated from vehicle sources along Van Buren Street.

NOISE MEASUREMENTS

Three short-term noise measurements were taken on August 31, 2022, between the hours of 11:00 a.m. and 12:30 p.m. The noise measurement sites were representative of typical existing noise exposure at the nearest sensitive receptors to the project site. Short-term (L_{eq}) measurements are considered representative of the noise levels in the project vicinity. As shown in ***Table 4-12, Short-Term Noise Measurements***, short-term noise levels during the daytime ranged from 66.2 to 69.1 dBA L_{eq}.

Table 4-12

Short-Term Noise Measurements

Site No.	Location	L_{eq} (dBA)	L_{min} (dBA)	L_{max} (dBA)	Peak (dBA)	Date	Time
NM-1	Northeast corner of the intersection of Van Buren Street and Via Merida.	66.2	40.1	81.5	97.0	8/31/22	11:56 a.m.
NM-2	Northwest corner of the intersection of Avenue 50 and Valle Puerta Del Sol.	69.1	44.5	89.9	105.5	8/31/22	12:14 p.m.
NM-3	Along the sidewalk, across the driveway entrance of the Imagine Schools.	66.5	49.9	57.4	105.0	8/31/22	12:33 p.m.
Notes: L_{eq} = Equivalent Sound Level; L_{min} = Minimum Noise Level; L_{max} = Maximum Noise Level							
Source: Michael Baker International, August 31, 2022; refer to Appendix I.							

Meteorological conditions were clear skies, warm temperatures, with moderate wind (11 miles per hour), and low humidity. The peak noise is the traffic along nearby roadways. Noise monitoring equipment used for the ambient noise survey consisted of a Brüel & Kjær Hand-held Analyzer Type 2250 equipped with a Type 4189 pre-polarized microphone. The monitoring equipment complies with applicable requirements of the American National Standards Institute for Type I (precision) sound level meters. The results of the field measurements are included in ***Appendix I, Noise Data***.

SENSITIVE RECEPTORS

Sensitive populations are more susceptible to the effects of noise than are the general population. Land uses considered sensitive by the State of California include schools, playgrounds, athletic facilities, hospitals, rest homes, rehabilitation centers, long-term care and mental care facilities. Generally, a sensitive receptor is identified as a location where human populations (especially children, senior citizens, and sick persons) are present. Land uses less sensitive to noise are business, commercial, and professional developments. Noise receptors categorized as being least sensitive to noise include industrial, manufacturing, utilities, agriculture, natural open space, undeveloped land, parking lots, warehousing, and transit terminals. These types of land use often generate high noise levels. Moderately sensitive land uses typically include multi-family dwellings, hotels, motels, dormitories, and outpatient clinics.

Existing land uses surrounding the project site include residential, commercial, and institutional uses. The nearest sensitive receptors are single-family residences located approximately 80 feet east of the proposed project site.

a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Less Than Significant Impact. It is difficult to specify noise levels that are generally acceptable to everyone; noise that is considered a nuisance to one person may be unnoticed by another.

Standards may be based on documented complaints in response to documented noise levels or based on studies of the ability of people to sleep, talk, or work under various noise conditions. However, all such studies recognize that individual responses vary considerably. Standards usually address the needs of the majority of the general population.

SHORT-TERM NOISE IMPACTS

Construction activities generally are temporary and have a short duration, resulting in periodic increases in the ambient noise environment. Construction activities would include the following phases: demolition, grading, building construction, paving, and architectural coating. Depending on market conditions, building construction and associated architectural coating applications would last for up to two years. Ground-borne noise and other types of construction-related noise impacts typically occur during the initial demolition and grading phases. These phases of construction have the potential to create the highest levels of noise. Typical noise levels generated by construction equipment are shown in ***Table 4-13, Maximum Noise Levels Generated by Construction Equipment***. It should be noted that the noise levels identified in ***Table 4-13*** are maximum sound levels (L_{max}), which are the highest individual sound occurring at an individual time period. Operating cycles for these types of construction equipment may involve one or two minutes of full power operation followed by three to four minutes at lower power settings. Other primary sources of acoustical disturbance would be due to random incidents, which would last less than one minute (such as dropping large pieces of equipment or the hydraulic movement of machinery lifts).

Table 4-13

Maximum Noise Levels Generated by Construction Equipment

Type of Equipment	Acoustical Use Factor[1]	L_{max} at 50 Feet (dBA)	L_{max} at 80 Feet (dBA)
Backhoe	40	78	74
Compressor	40	78	74
Concrete Mixer Truck	40	79	75
Concrete Saw	20	90	86
Crane	16	81	77
Dozer	40	82	78
Dump Truck	40	76	72
Excavator	40	81	77
Flatbed Truck	40	74	70
Forklift	20	75	71
Grader	40	85	81
Loader	40	79	75
Paver	50	77	73
Roller	20	80	76
Scraper	40	85	81

Tractor	40	84	80
Water Truck	40	80	76
Welder	40	74	70

Note:
1. Acoustical Use Factor (percent): Estimates the fraction of time each piece of construction equipment is operating at full power (i.e., its loudest condition) during a construction operation.

Source: Federal Highway Administration, *Roadway Construction Noise Model (FHWA-HEP-05-054)*, January 2006.

Construction noise levels in the project vicinity would fluctuate depending on the particular type, number, and duration of usage for the varying equipment. The effects of construction noise largely depend on the type of construction activities occurring on any given day, noise levels generated by those activities, distances to noise-sensitive receptors, and the existing ambient noise environment in the receptor's vicinity. Construction generally occurs in several discrete phases, with each phase requiring different equipment with varying noise characteristics. These phases alter the characteristics of the noise environment generated on the proposed project site and in the surrounding community for the duration of the construction process.

Construction noise impacts generally happen when construction activities occur in areas immediately adjoining noise sensitive land uses, during noise sensitive times of the day, or when construction durations last over extended periods of time. The closest sensitive receptors are single-family residences located at approximately 80 feet to the east of the project construction activities. As indicated in ***Table 4-13***, typical construction noise levels would range from approximately 70 to 86 dBA at the sensitive receptors. These noise levels could intermittently occur for a few days when construction equipment is operating closest to the residences. The remainder of the time, the construction noise levels would be much less because the equipment would be working in an area farther away from the existing sensitive uses.

As previously discussed, the City does not have established noise standards for construction activities if the construction activities occur within the allowable hours specified by the Municipal Code. Pursuant to Coachella Municipal Code Section 7.04.070, construction activities may only occur between the hours of 6:00 a.m. and 5:30 p.m. Monday through Friday, 8:00 a.m. and 5:00 p.m. on Saturday, Sunday, and holidays from October 1st through April 30th, and between the hours of 5:00 a.m. and 7:00 p.m. Monday through Friday, 8:00 a.m. and 5:00 p.m. on Saturday, Sunday, and holidays from May 1st through September 30th. Project construction activities would occur within the allowable hours specified by the Coachella Municipal Code. As such, impacts would be less than significant in this regard.

LONG-TERM NOISE IMPACTS

Mobile Noise

According to the *Highway Traffic Noise Analysis and Abatement Policy and Guidance*, a doubling of traffic volumes would result in a 3 dB increase in traffic noise levels, which is barely detectable

by the human ear.[45] Based on the project's Traffic Scoping Agreement, the proposed project would generate approximately 1,944 average daily trips. Access to the proposed project site would be provided via an ingress/egress driveway located along Van Buren Street. Based on the 2015 Traffic Count on Van Buren Street and 50th Avenue, existing average daily traffic volumes along Van Buren Street in the vicinity of the proposed project is approximately 8,190 vehicles per day.[46] As such, the project's trip generation (approximately 1,944 average daily trips) would not double existing traffic volumes and an increase in traffic noise along local roadways would be imperceptible. Therefore, project-related traffic noise would be less than significant.

Stationary Noise

The project proposes to construct 204-unit single-family residences. Primary stationary noise sources associated with the project include mechanical equipment, parking lot activities, and outdoor gathering areas.

Mechanical Equipment

Heating Ventilation and Air Conditioning (HVAC) units would be installed in the backyards of the proposed single-family residences attached to the building. Typically, mechanical equipment noise is 60 dBA at 20 feet from the source.[47] Based upon the Inverse Square Law, sound levels decrease by 6 dBA for each doubling of distance from the source.[48] The nearest sensitive receptors are single-family residential uses located approximately 100 feet to the east of the nearest proposed building backyards. At this distance, potential noise from HVAC units would be approximately 46 dBA. However, noise generated in the backyards would be reduced at off-site uses as the project would construct a concrete masonry unit (CMU) wall surrounding the back yard of each individual unit. As a solid barrier, the CMU wall would provide a reduction of 5 dBA.[49] As such, the Nosie level to the nearest sensitive receptor would be 41 dBA. Therefore, noise levels from mechanical equipment would not exceed the City's noise standards of 55 dBA during daytime and 45 dBA during nighttime for residential uses as established in Coachella Municipal Code Section 7.04.030; refer to ***Table 4-11***. Therefore, the nearest residents would not be directly exposed to substantial noise from on-site mechanical equipment. Impacts in this regard would be less than significant.

[45] U.S. Department of Transportation, *Highway Traffic Noise Analysis and Abatement Policy and Guidance*, updated August 24, 2017, https://www.fhwa.dot.gov/environMent/noise/regulations_and_guidance/polguide/polguide02.cfm, accessed on January 18, 2023.

[46] Coachella Valley Association of Governments, *Coachella Valley Traffic Counts*, https://www.arcgis.com/apps/View/index.html?appid=fb9489b188e74be3b599afb52741849d, accessed January 18, 2023.

[47] Elliott H. Berger, Rick Neitzel, and Cynthia A. Kladden, *Noise Navigator Sound Level Database with Over 1700 Measurement Values*, June 26, 2015.

[48] Cyril M. Harris, *Noise Control in Buildings*, 1994.

[49] U.S. Department of Transportation, *Federal Highway Administration Roadway Construction Noise Model User's Guide*, January 2006.

Parking Lot Activities

The proposed project would provide garage and surface parking spaces for homeowners and visitors. Traffic associated with parking is typically not of sufficient volume to exceed community noise standards, which are based on a time-averaged scale such as the CNEL scale. However, the instantaneous maximum sound levels generated by a car door slamming, engine starting up and car pass-bys may be an annoyance to adjacent noise-sensitive receptors. Estimates of the maximum noise levels associated with the parking lot activities attributed to the project are presented in ***Table 4-14, Maximum Noise Levels Generated by Parking Lots***.

Table 4-14
Maximum Noise Levels Generated by Parking Lots

Noise Source	Maximum Noise Levels at 50 Feet from Source	Maximum Noise Levels at 220 Feet from Source
Automobile, door slamming	61 dBA L_{eq}	48 dBA L_{eq}
Automobile, warming up	36 dBA L_{eq}	23 dBA L_{eq}
Automobile, engine Idling	53 dBA L_{eq}	40 dBA L_{eq}
Notes: dBA = A-weighted Decibels; L_{eq} = Equivalent Sound Level		
Source: Elliott H. Berger, Rick Neitzel, and Cynthia A. Kladden, *Noise Navigator Sound Level Database with Over 1700 Measurement Values,* June 26, 2015.		

As shown in ***Table 4-14***, parking lot activities can result in noise levels up to 61 dBA at a distance of 50 feet. It is noted that parking lot noise are instantaneous noise levels compared to noise standards in the CNEL scale, which are averaged over time. As a result, actual noise levels over time resulting from parking lot activities would be far lower than what is identified in ***Table 4-14***. The proposed project would have intermittent parking lot noise due to the movement of vehicles. The nearest sensitive receptors would be located approximately 220 feet from parking areas associated with units on the eastern portion of the project site. There would be residential building located in between the parking areas and sensitive receptors which would block the line of sight. At this distance, noise levels from parking activities would range from 23 to 48 dBA. Additionally, a CMU wall would separate the proposed project site and the nearest sensitive receptors, which would result in a noise level reduction of at least 5 dBA.[50] Therefore, parking activities noise would be reduced to approximately 18 to 43 dBA at the nearest sensitive receptors. As such, parking lot noise levels would exceed the City's noise standards of 55 dBA during daytime and 45 dBA during nighttime for residential uses as established in Coachella Municipal Code Section 7.04.030; refer to ***Table 4-11***. Additionally, parking lot noise would be partially masked by background noise from traffic along Van Buren Street. Impacts would be less than significant in this regard.

[50] Ibid.

Outdoor Gathering Areas

Each unit would include a backyard that has the potential to be accessed by groups of people intermittently. Noise generated by groups of people (i.e., crowds) is dependent on several factors including vocal effort, impulsiveness, and the random orientation of the crowd members. Crowd noise is estimated at 60 dBA at one meter (3.28 feet) away for raised normal speaking.[51] This noise level would have a +5 dBA adjustment for the impulsiveness of the noise source, and a -3 dBA adjustment for the random orientation of the crowd members.[52] Therefore, crowd noise would be approximately 62 dBA at one meter from the source (i.e., the outdoor amenity gathering area).

The closest sensitive receptors to the east of the project site are located approximately 80 feet from the outdoor amenity gathering area measured from the property line of the receptors. At the distance of 80 feet, crowd noise would be reduced to approximately 33 dBA. Therefore, noise levels from outdoor gathering areas would not exceed the City's noise standards of 55 dBA during daytime and 45 dBA during nighttime for residential uses as established in Municipal Code Section 7.04.030; refer to ***Table 4-11***. As such, the proposed outdoor gathering areas would not generate noise levels that would exceed the City's noise standards at the closest sensitive receptors. Impacts would be less than significant in this regard.

Mitigation Measures: None required.

b) Generation of excessive groundborne vibration or groundborne noise levels?

Less Than Significant Impact.

CONSTRUCTION

Project construction can generate varying degrees of groundborne vibration, depending on the construction procedure and the construction equipment used. Operation of construction equipment generates vibrations that spread through the ground and diminish in amplitude with distance from the source. The effect on buildings located in the vicinity of the construction site often varies depending on soil type, ground strata, and construction characteristics of the receiver building(s). The results from vibration can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibration at moderate levels, to slight damage at the highest levels. Groundborne vibrations from construction activities rarely reach levels that damage structures. Ordinary buildings that are not particularly fragile would not experience any cosmetic damage (e.g., plaster cracks) at distances beyond 30 feet. This distance can vary substantially depending on the soil composition and underground geological layer between vibration source and receiver. In addition, not all buildings respond similarly to vibration generated by construction equipment.

[51] M.J. Hayne, et al, *Prediction of Crowd Noise*, Acoustics, November 2006.
[52] Ibid.

The types of construction vibration impacts include human annoyance and building damage. Human annoyance occurs when construction vibration rises significantly above the threshold of human perception for extended periods of time. Building damage can be cosmetic or structural. The Federal Transit Administration (FTA) guidelines are used to evaluate potential impacts related to construction vibration for both potential building damage and human annoyance. The FTA has identified an architectural damage criterion for continuous vibrations of 0.20 inch/second PPV. Further, as the nearest sensitive receptors to project construction are residential uses, the criterion for human annoyance of 0.20 inch/second PPV is utilized. Typical vibration produced by construction equipment is illustrated in ***Table 4-15, Typical Vibration Levels for Construction Equipment***.

Table 4-15

Typical Vibration Levels for Construction Equipment

Equipment	Approximate peak particle velocity at 25 feet (inches/second)	Approximate peak particle velocity at 120 feet (inches/second)
Loaded Trucks	0.076	0.0072
Large Bulldozers	0.089	0.0085
Small Bulldozer/Tractors	0.002	0.0003
Jackhammer	0.035	0.0033
Vibratory Rollers	0.210	0.0200

Notes:
Calculated using the following formula:
$PPV_{equip} = PPV_{ref} \times (25/D)^{1.5}$
where: PPV (equip) = the peak particle velocity in in/sec of the equipment adjusted for the distance
PPV (ref) = the reference vibration level in in/sec from Table 12-2 of the FTA *Transit Noise and Vibration Impact Assessment Guidelines*
D = the distance from the equipment to the receiver

Source: Federal Transit Administration, *Transit Noise and Vibration Impact Assessment Manual*, April 2020.

The nearest structures to the project site are single-family residential buildings located approximately 120 feet to the east of the project construction activities. Groundborne vibration decreases rapidly with distance. As indicated in ***Table 4-15***, based on the FTA data, vibration velocities from typical heavy construction equipment operation would range from 0.0003 to 0.02 inch/second PPV at 120 feet from the source of activity. As such, the construction activities would not be capable of exceeding the 0.20 inch/second PPV significance threshold for vibration to the nearest structures and a less than significant impact would occur in this regard.

OPERATION

The project would involve development of single-family residences that would not generate groundborne vibration that could be felt by surrounding uses. The project operation would not involve railroads or substantial heavy truck operations, and therefore would not result in vibration impacts at surrounding uses. Thus, no impact would occur in this regard.

Mitigation Measures: None required.

c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

No Impact. The nearest airport to the project site is the Jacqueline Cochran Regional Airport, located approximately 3.85 miles to the southeast of the project site. There are no other public airport or private use airport within two miles of the project site. Therefore, no impacts would occur in this regard.

Mitigation Measures: None required.

4.14 Population and Housing

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

Discussion

a) Would the project induce substantial unplanned 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)?

Less Than Significant Impact. The project proposes a net density of approximately 7.7 du/ac which is consistent with the existing General Plan land use designation of General Neighborhood. The project site is zoned GN (General Neighborhood). The proposed project includes a change of zone to General Neighborhood-Planned Unit Development (GN-PUD) to provide design and zoning standards for the site to develop 204 single-family residences.

The Department of Finance E-5 Table for 2022 estimates that the total population in Coachella was 42,158 persons with 4.25 persons per household.[53] As the project proposes single-family residential units, this would provide for an estimated population increase of 867 persons. Therefore, the population growth associated with the project would represent an approximate 2.06 percent increase over the City's estimated 2022 population of 42,158 persons.

The project is consistent with the planned population growth identified in the General Plan and is consistent with the Housing Element of the General Plan. The project site is in an urbanized area and would not require extension of roadway infrastructure. The proposed expansion of underground powerlines from the Jackson Substation is required to serve the project and would not induce substantial unplanned growth. The project would not result in a substantial unplanned population growth in the area and no mitigation is required.

[53] California Department of Finance website, http://dof.ca.gov/Forecasting/Demographics/Estimates/E-5/ accessed 10/10/22.

Mitigation Measures: None required.

b) Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

Less Than Significant Impact. The proposed 204-unit residential development would be constructed on land that is currently a fallow agricultural site, along with an existing residence and several outbuildings that would be demolished as part of this project. All property owners are voluntarily selling their property and would be compensated for their property. At this time, no evictions are anticipated. It is expected that the few existing residents would have the ability to relocate based on the availability of existing housing stock in the area. Therefore, impacts would be less than significant in this regard and no mitigation is required.

Mitigation Measures: None required.

4.15 Public Services

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
PUBLIC SERVICES:				
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
i) Fire protection?	☐	☐	☒	☐
ii) Police protection?	☐	☐	☒	☐
iii) Schools?	☐	☐	☒	☐
iv) Parks?	☐	☐	☒	☐
v) Other public facilities?	☐	☐	☒	☐

Discussion

a) i)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 fire protection?

Less Than Significant Impact. Fire protection and emergency medical services to the City are provided by the Riverside County Fire Department (RCFD), which provides a full range of fire suppression and emergency medical services to Coachella City residents, businesses, and visitors.[54] The nearest fire station to the project site is Station #79 located at 1377 Sixth Street, which is approximately 1.25 miles southeast of the site. This is within the City's Goal 7.11 of the

[54] City of Coachella website, https://www.coachella.org/departments/fire-department, accessed September 29, 2022.

General Plan Infrastructure and Public Services Element, to provide fire protection services within a 1.5-mile radius from the fire station.[55]

Implementation of the project would increase the demand for fire protection services in the project vicinity. However, the project would be developed in accordance with applicable city, county, and state regulations, codes, and policies pertaining to fire hazard reduction and protection. The project would be designed and constructed within California Building Code standards. Continuous fire access roadways and public hydrants would be provided throughout the project site to allow adequate emergency service. The project applicant would also be required to pay applicable Development Impact Fees to the City of Coachella, per Chapter 4.45 of the Coachella Municipal Code, which funds the provision of adequate fire protection facilities.

In addition, based on the proximity of the project site to existing RCFD facilities and the fact that the project site is already within the RCFD's service area, the project would not affect response times or service ratios, alter or increase the demand for fire protection services, or require the construction of additional fire facilities. Impacts would be less than significant.

Mitigation Measures: None required.

a.ii)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 police protection?

Less Than Significant Impact. The City of Coachella Police Department contracts with Riverside County Sheriff's Department (RCSD) to provide comprehensive law enforcement services. The nearest facility to the project site is the RCSD station located at 86625 Airport Boulevard in Thermal, which is approximately 4.1 miles southeast of the project site. Similar to fire protection services, the project site is already located within the police department's service area. As discussed in Section 4.14, *Population and Housing*, the population is expected to increase by approximately 867 persons with project implementation. This would lead to a possible increase in police services to the immediate project site and to the surrounding areas but would not require the construction of new or physically altered facilities. In addition, the project applicant would be required to pay applicable Development Impact Fees to the City of Coachella, per the City's municipal code, which funds the provision of adequate police facilities such as buildings, land, equipment and vehicles. Therefore, impacts would be less than significant.

Mitigation Measures: None required.

a.iii)Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or

[55] City of Coachella, *General Plan Update 2035, Infrastructure and Public Services Element*, adopted April 22, 2015.

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 schools?

Less Than Significant Impact. The project site is located within the boundaries of Coachella Valley Unified School District (CVUSD) for public education services.[56] The nearest schools to the site are Coachella Valley High School located at 83-800 Airport Blvd in Thermal, approximately 3.2 miles to the south, Bobby Duke Middle School located at 85-358 Bagdad Avenue, approximately 2.4 miles to the southeast, and Coral Mountain Academy Elementary School located at 51-375 Van Buren Street, approximately 1.0 mile to the south of the project site.

Development of the project would increase the enrollment rate at each of these schools due to the approximate population increase of 867 persons. At the time of writing, CVUSD requires a school facility fee of $4.08 per square foot for new residential construction, which is deemed legally adequate to avoid impacts to school facilities under the Government Code. The fees collected are dispersed to the school district to offset any potential impacts and are used to fund construction of new facilities or improvement of existing facilities. The project would comply with the CVUSD development fees. Therefore, impacts would be less than significant.

Mitigation Measures: None required.

a.iv)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 parks?

Less Than Significant Impact. The City maintains eight existing parks totaling 87.7 acres of park space. The largest park is Bagdouma Park, which is approximately 1.9 miles southeast from the project site and accounts for 46 acres of recreational land. The closest City-owned park to the project site is the 29-acre Rancho Las Flores Park, which is located approximately 1.0 mile north of the project site.

Project implementation would increase the City's population by approximately 867 residents, which would result in increased use of existing parks. However, Coachella Municipal Code Section 16.36.060 requires that three acres of land per each one thousand (1,000) persons residing within a subdivision shall be devoted to neighborhood and community park facilities. Alternatively, the project applicant may pay Development Impact Fees to the City for park and recreational purposes. Since the project proposes 204 dwelling units, this would result in approximately 867 persons in the Sevilla 2 community. As such, 2.9 acres of dedicated park land would be required. The project proposes a 1.0-acre private park within the project site for residents' use. Since this

[56] Coachella Valley Unified School District, Trustee Area Boundaries, https://www.cvusd.us/board-of-education/trustee-area-boundaries, accessed September 29, 2022.

is less than the amount required by the City of Coachella Municipal Code to support the residential development, a fee would be required. This fee would go to the City for the purpose of developing new or rehabilitating or expanding existing park and recreation facilities. With fee payment, the project would not result in substantial adverse physical impacts associated with the provision of park facilities and a less than significant impact would occur.

Mitigation Measures: None required.

a.v) 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 other public facilities?

Less Than Significant Impact. Other public facilities in the project area such as medical/healthcare, production, commercial, retail, residential, etc., would not be adversely impacted by project implementation. As discussed in Response 4.14(a) of ***Section 4.14, Population and Housing***, the project would not induce substantial unplanned population growth because it is consistent with the anticipated growth identified in the General Plan. As such, project buildout is expected to only marginally impact other public facilities. No additional public facilities are required for the project to accommodate the additional residents. An increase in demand for the City's existing facilities would be less than significant.

Mitigation Measures: None required.

4.16 Recreation

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

Discussion

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?

Less Than Significant Impact. The City maintains eight existing parks totaling 87.7 acres of park space. The largest park is Bagdouma Park, which is approximately 1.9 miles southeast from the project site and accounts for 46 acres of recreational land. The closest City-owned park to the project site is the 29-acre Rancho Las Flores Park, which is located at 48-400 Van Buren Street, approximately 1.0 mile north of the project site.

The project would include the development of 204 new single-family residential units and would increase the population of the immediate area by approximately 867 persons. However, this growth is consistent with the City's General Plan. In addition, the project proposes a 1.0-acre private park area within the project site for residents' use. While this does not meet the 2.9 acres of park space required by the Coachella Municipal Code Section 16.26.060, the project applicant would pay a Development Impact Fee to be used by the City for developing new or rehabilitating or expanding existing park and recreation facilities. The payment of the fee would ensure that the project provides its fair share of funds for parks to offset the incremental increase in existing recreational facility use that may be created by the project. Therefore, project implementation would not result in substantial physical deterioration of recreational facilities and a less than significant impact would occur.

Mitigation Measures: None required.

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?

Less Than Significant Impact. The project includes the development of a 1.2-acre park within the project site. This would be mostly open space with landscaping. It would primarily be used by residents within the neighborhood, and would not have adverse environmental effects, including due to heavy foot traffic or vehicle visitations. The park would be compliant with all guidelines and ordinances outlined in Coachella Municipal Code to prevent adverse effects related to noise, lighting, or hazards. Additionally, as discussed above, the project would be required to pay impact fees for parks and recreation to offset the incremental increase in existing recreational facility use that may result with the project. As such, the project would not require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment. A less than significant impact would occur.

Mitigation Measures: None required.

4.17 Transportation

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

This section is based on the *Traffic Analysis Study, Tentative Tract Map 38577 Sevilla II, City of Coachella, California*, prepared by Michael Baker International on July 19, 2023, and the *Tentative Tract Map 38577 Sevilla II VMT Assessment*, prepared by Michael Baker International on May 15, 2023. Refer to ***Appendix E1, Traffic Impact Study*** and ***Appendix E2, VMT Analysis***.

Discussion

a) Would the project conflict with a program plan, ordinance or policy addressing the circulation system, including transit roadway, bicycle and pedestrian facilities?

Less than Significant Impact. The project is projected to generate 1,944 daily trips which includes 143 AM Peak Hour trips and 194 PM Peak Hour trips during a typical weekday.

The project's Traffic Impact Analysis identified one (1) level of service (LOS) deficiency for compliance with City of Coachella General Plan goals subsequent to July 1, 2020, but is not considered a significant environmental impact. Instead, deficiencies and improvements may be incorporated into project conditions of approval as deemed satisfactory to the City engineer. The City has established LOS D as the minimum allowable LOS at intersections. Therefore, any intersection operating at LOS E or worse will be considered deficient for the purposes of this analysis. The study area for this project was developed consistent with the Riverside County Traffic Impact Analysis Preparation Guide and in in coordination with the City.

There are a total of six (6) intersections locations where traffic operations could potentially be impacted by the project (project area). It should be noted that Intersections #5 and #6 do not exist without the project and were not analyzed under the Existing or Opening Year without Project conditions.

1- Calhoun Street & Avenue 50
2- Van Buren Street & Avenue 48
3- Van Buren Street & Avenue 49
4- Van Buren Street & Avenue 50
5- Van Buren Street & Street “A”
6- Van Buren Street & Street "F"

According to the General Plan, Level of Service (LOS) D will be the minimum acceptable traffic operations condition given the Project location. The operational analysis findings are as follows:

Existing Year 2022: In the Existing Year 2022 condition, all intersections operate at acceptable LOS D or better during the AM and PM Peak Hours.

Opening Year 2025 Without Project: In the Opening Year 2025 Without Project condition, all intersections operate at acceptable LOS D or better during the AM and PM Peak Hours.

Opening Year 2025 With Project: In the Opening Year 2025 With Project condition, the intersection of Van Buren Street and Avenue 50 (study intersection #4) is projected to operate at unacceptable LOS E during the PM Peak Hour. All other study intersections operate at acceptable LOS D or better during the AM and PM. The study identifies Recommendation #1: Optimize signal timing at the intersection of Van Buren Street and Avenue 50 (study intersection #4). Implementing this improvement, the intersection is projected to operate at an acceptable LOS D during the PM Peak Hour. Given the effective improvement, the Project proposes a signal timing evaluation and implementation of updated timing for the intersection of Van Buren Street and Avenue 50. The signal timing improvement will be made a condition of approval for the project, thereby assuring that the project is consistent with the General Plan’s LOS policies.

Sight Distance: A review of the project intersections confirms all intersections provide adequate sight distance with relatively unobstructed views per County of Riverside’s *Standard No. 821, Intersection Sight Distanc*e. The intersections evaluated for sight distance include two proposed intersections along Van Buren Street as well as multiple internal site intersections.

Transit

The SunLine Transit Agency (STA) provides transit service in the project area including fixed-route bus service and Dial-a-Ride service. Dial-a-Ride service is provided for locations within three quarters of a mile of an STA local route, meaning service is provided in the Project area. Service offered through the Study Area is provided by Route 6 and Route 8 seven (7) days a week. Route

6 spans between the Palm Desert and Coachella. The route runs from about 6 AM to 8 PM with about a 60-minute headway. Its closest bus stop is located at the intersection of Van Buren Street and Avenue 50. Route 8 spans between Indio and Mecca. The route runs from about 5:30 AM to 9:30 PM with about a 60-minute headway. Its closest bus stop is located at the intersection of Van Buren Street and Avenue 50, which is approximately 1,300 feet north of the project site. The project would not interfere with the bus routes within the project site vicinity.

Bike and Pedestrian

Two bicycle lane corridors currently exist within the project area. Class 2 Bike Lanes are located along Van Buren Street, between Fiesta Road to just north of 51st Avenue. A Class 2 Bike Lane is located along the northside of Avenue 50, between Calhoun Street and Van Buren Street. Between Van Buren Street and Cesar Chavez Boulevard, Class 2 Bike Lanes are located along Avenue 50. On all other roadways, bicyclists generally utilize a shoulder adjacent to motor vehicle traffic. Along the current project frontage, a Class 2 Bike Lane exist. In the project vicinity, a sidewalk is currently provided on the east side of Van Buren Street from Avenue 50 in the north to Valencia development in the south. Along the current project frontage, no sidewalk exists. The project would provide right-of-way improvements along the property frontage including a vehicular travel lane, bike lane, curb, gutter, and sidewalk. The project would comply with the City's design and development standards; therefore, the project would not interfere with existing or planned bicycle facilities or sidewalks in the City.

The project would not conflict with a program plan, ordinance or policy addressing the circulation system and therefore no mitigation measures are required. Impacts would be less than significant.

Mitigation Measures: None required.

b) Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?

Less than Significant Impact. CEQA Guidelines Section 15064.3(b) identifies criteria to analyze transportation impacts for land use projects (subdivision 15064.3(b)(1)) and transportation projects (subdivision 15064.3(b)(2)). The *Riverside County Transportation Analysis Guidelines for Level of Service and Vehicle Miles Traveled* (December 2020) (County Guidelines) were utilized as the primary resource in the development of this analysis since City-specific vehicle miles traveled (VMT) guidelines have not yet been developed.

Land use projects that meet the County Guidelines screening thresholds are assumed to result in a less than significant transportation impact under CEQA and do not require a detailed quantitative VMT assessment. However, because the project does not meet the Screening Criteria for land use projects, a project-specific VMT assessment was required. The results of the model run to calculate VMT showed that the Baseline condition with the Project would result in

a 13.6 VMT per capita, which is below the County's 18.3 VMT per capita threshold. Therefore, the project would result in less than significant impact with regard to VMT.

Mitigation Measures: None required.

c) Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Less than Significant Impact. As shown on ***Exhibit 3, Conceptual Site Plan***, access to the site would be developed via two entry points from Van Buren Street. Access and circulation improvements would be designed and constructed consistent with City design and engineering standards. Based on the Traffic Impact Study, all intersections would provide adequate sight distance with relatively unobstructed views per the County of Riverside's *Standard No. 821, Intersection Sight Distance*.

The construction of the project will result in the need for back-to-back left turns between the project's northern entrance and Via Merida. The intersection of Via Merida and Van Buren Street currently has a striped southbound left turn lane with approximately 210 feet of storage. Project improvements would result in a northbound left turn lane at the northern entrance of 65 feet and a southbound left turn lane at the Via Merida intersection of 110 feet. The Traffic Impact Study determined that both entrances to the project via Van Buren Street provide sufficient available space for left turns on both Van Buren Street, as well as sufficient space for traffic turning left into Via Merida.

Thus, hazard impacts due to a geometric design feature would be less than significant. Further, as discussed in ***Section 4.11, Land Use and Planning***, the project is consistent with surrounding land uses and no hazard impacts would occur in this regard. Impacts would be less than significant.

Mitigation Measures: None required.

d) Would the project result in inadequate emergency access?

Less than Significant Impact. As discussed in ***Section 4.9, Hazards and Hazardous Materials***, the project site design shall be reviewed for compliance with project-specific emergency access as a routine aspect of the City's design review process. In addition, the project does not propose any changes to adjacent roadways that could potentially impair emergency response or evacuation (lane reductions, narrowing, permanent road closures, etc.). The project would comply with all local, regional, state, and federal guidelines related to emergency access. Emergency vehicles would be able to access the project site via both entrance/exit points from Van Buren Street. The project site would be accessible to emergency responders during construction and operation of

the project. Therefore, the project would not result in inadequate emergency access. Impacts would be less than significant.

Mitigation Measures: None required.

4.18 Tribal Cultural Resources

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
TRIBAL CULTURAL RESOURCES:				
a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	☐	☐	☐	☒
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☒	☐	☐

Discussion

In 2015, California Assembly Bill 52 (AB 52) was enacted and expanded CEQA by establishing a formal consultation process for California tribes within the CEQA process. The bill specifies that any project may affect or cause a substantial adverse change in the significance of a tribal cultural resource would require a lead agency to "begin consultation with a California Native American tribe that is traditional and culturally affiliated with the geographic area of the proposed project." Section 21074 of AB 52 also defines a new category of resources under CEQA called "tribal cultural resources." Tribal cultural resources are defined as "sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe" and is either listed on or eligible for the California Register of Historical Resources (CRHR) or a local historic register, or if the lead agency chooses to treat the resource as a tribal cultural resource.

In 2016, the California Natural Resources Agency proposed to adopt and amend regulations as part of AB 52 implementing Title 14, Division 6, Chapter 3 of the California Code of Regulations, CEQA Guidelines, to include consideration of impacts to tribal cultural resources pursuant to Government Code Section 11346.6. On September 27, 2016, the California Office of Administrative Law approved the amendments to Appendix G of the CEQA Guidelines, and these amendments are addressed within this Initial Study.

In compliance with AB 52, the City of Coachella distributed letters notifying each Native American Tribal government having previously requested to be on the City's AB 52 consultation list. The AB 52 letters were distributed by certified mail on January 12, 2023. Responses were received from Augustine Band of Cahuilla Indians (ABCI) on January 24, 2023 and Morongo Band of Mission Indians (MBMI) on March 20, 2023. The letter from the Tribal Secretary of ABCI indicated that the tribe is currently unaware of specific cultural resources that may be affected by the project. It was requested that the tribe be contacted immediately in the event that cultural resources are uncovered during project implementation. The letter from the Tribal Historic Preservation Officer of MBMI stated that the project is not within the ancestral territory and traditional use area of the Cahuilla and Serrano people of the Morongo Band of Mission Indians. Refer to ***Appendix J, Tribal Correspondence***.

a) ***i)Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?***

No Impact. As detailed in Response 4.5(a), no historic resources listed or eligible for listing in a State or local register of historical resources are located on the project site. Therefore, no impacts related to historic tribal cultural resources defined in Public Resources Code Section 5020.1(k) would occur.

Mitigation Measures: None required.

a) ***ii)Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth***

in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

Less Than Significant Impact With Mitigation Incorporated. According to the cultural and paleontological memo prepared by Michael Baker in December 2022, the Native American Heritage Commission (NAHC) conducted a search of the Sacred Lands File (SLF) to identify any Native American cultural resources that might be affect by the project. The SLF search yielded negative results. In addition, the City of Coachella distributed letters on January 12, 2023. notifying each Native American Tribal government having previously requested to be on the City's AB 52 consultation list. Responses were received from Augustine Band of Cahuilla Indians (ABCI) on January 24, 2023, and Morongo Band of Mission Indians (MBMI) on March 20, 2023. Neither tribe requested consultation. The letter from the Tribal Secretary of ABCI indicated that the tribe is currently unaware of specific cultural resources that may be affected by the project. The letter from the Tribal Historic Preservation Officer of MBMI stated that the project is not within the ancestral territory and traditional use area of the Cahuilla and Serrano people of the Morongo Band of Mission Indians.

As discussed in ***Section 4.5, Cultural Resources***, Mitigation Measures CUL-1 and CUL-2 would ensure that construction workers are trained to identify potential resources, and that sufficient actions are taken to have the resource appropriately assessed in the event of an inadvertent discovery. With implementation of Mitigation Measures CUL-1 and CUL-2, impacts causing a substantial adverse change in the significance of a tribal cultural resource would be less than significant.

Mitigation Measures: Refer to Mitigation Measures CUL-1 and CUL-2.

4.19 Utilities and Service Systems

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
UTILITIES AND SERVICE SYSTEMS: *Would the project:*				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☒	☐
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☒	☐

Discussion

a) Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

Less than Significant Impact.

Electrical and Natural Gas. The Imperial Irrigation District (IID) would provide electricity to the project. The project would be required to connect to the Jackson Substation, located less than one mile west of the project site. The Will Serve letter from IID, dated November 28, 2022, states that based on an anticipated total load of 204 single family homes connected to 200Amp Panels, Single Phase 120/240V, electrical facilities can be accommodated for the project. This would be achieved via a new distribution backbone feeder extended from the Jackson substation, including the reconfiguration of backbone circuits running along Avenue 50 in addition to implementing ties to existing facilities.

The Jackson substation is located at the southwest corner of the intersection of Jackson Street and Avenue 50. The line extension connecting the project site to the substation would be situated on the south side of Avenue 50 heading east to Van Buren Street. An underground conduit system already exists along a portion of the route. Other sections of the route are maintained by the County of Riverside and the City of Coachella, which would make the ultimate decision if the line extension would be overhead or underground. As the line extension would primarily utilize existing easements along these previously constructed roadways to connect the project to the Jackson substation, impacts would be less than significant. In addition, the entire project would comply with Energy Building Regulations adopted by the California Energy Commission (Title 24 of the California Code of Regulations) and locally adopted energy conservation requirements.

The Gas Company would supply natural gas service to the project. The project would connect to existing service lines with the final configuration to be approved by the Gas Company.

Water and Wastewater

The Coachella Water Authority (CWA) provides domestic water supply and the Coachella Sanitary District provides Wastewater services to the City of Coachella. Groundwater is the primary source of domestic water supply in the Coachella Valley; CWA provides potable water to the City by pumping from six wells within the City's distribution system. The total capacity of active wells is approximately 11,400 gallons per minute (gpm). CWA has three storage reservoirs within the City, with a total reservoir capacity of approximately 10.5 MG. CWA's distribution system network consists of approximately 120 miles of pipeline, which range from 4-inches to 36-inches in diameter. The City of Coachella 2015 Sewer System Master Plan Update states that flows generated from the City's residential, commercial, and industrial areas discharge to the City's Avenue 54 wastewater treatment plant (WWTP) with a capacity of 4.5 million gallons per day (MGD). In addition, the city maintains about 90 miles of sanitary sewers ranging in size from 4 to 54 inches in diameter.

The project would connect with the City's local sewer system at Van Buren Street. The project will also be reviewed by CVWD and City staff to assure compliance with all current and applicable wastewater treatment requirements, as the project is located within a land use category the City considers suitable for the proposed use of the site, according to the City's General Plan Update.

Therefore, the project is not expected to exceed wastewater treatment requirements of the Regional Water Quality Control Board.

Stormwater Drainage

Runoff from the project generally drains toward the southeast. Presently, the site is currently utilized for agricultural and residential purposes and is without storm water facilities. As part of the project, streets will be designed to slope down from the centerline and into gutters. The low-lying areas in the site are designated to manage storm water runoff and improve water quality, which will be the retention basin. Stormwater will be collected throughout the project site and be conveyed through it through pipes to drywells located underground, below the retention basin. The purpose of the drywell is to retain nuisance waters, collect any debris of the first flush of storm waters and to facilitate maintenance of the system. One 1.37-acre retention basin is proposed as part of the project, which is adequate to retain peak flows on site in accordance with applicable requirements.

Connections to local water and sewer mains would involve temporary and less than significant construction impacts that would occur in conjunction with onsite improvements. No improvements are required for off-site sewer lines or treatment facilities to serve the project. The stormwater drainage will be installed as part of the project and is designed to reduce significant environmental effects and to avoid altering the existing drainage patterns of the surrounding properties. Therefore, a less than significant impact would occur.

Mitigation Measures: None required.

b) Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

Less than Significant Impact. The 2020 Coachella Valley Regional Urban Water Management Plan (UWMP) demonstrates that CWA has sufficient water available to serve the additional planned development in its service area. The UWMP calls for a combination of continued groundwater extraction, conservation programs, additional water sources and source substitution, and groundwater recharge opportunities. CWA anticipates having sufficient water supplies to serve existing and future in the near-term (2025) and long-term (2045). For 2025, projected water supply is 137,061 AFY and retail water demand is 123,461 AFY, resulting in an anticipated surplus of 13,600 AFY. For 2045, projected water supply is 164,966 AFY and retail water demand is 148,166 AFY, resulting in an anticipated surplus of 16,800 AFY (UWMP Tables 4-8 and 4-22). Future demand projections are based on development intensities provided in the General Plans of regional jurisdictions, including the City of Coachella General Plan.

The project proposes to construct 204 single-family dwellings. Development of the proposed project will add to the demand of water supplies; however, potential demand is expected to be

incremental and could be served by the existing water supply as planned for in the UWMP. Impacts would be less than significant.

Mitigation Measures: None required.

c) Would the project 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?

Less than Significant Impact. The proposed project is within the jurisdiction of the City's Sanitation Division for wastewater collection and treatment services. Existing sewer infrastructure is already in place and operational in the project area. The project would connect to an existing 12-inch sewer main beneath Van Buren Street. The project is served by the Avenue 54 WWTP, which treats approximately 2.9 million gallons per day, and has a daily capacity of 4.5 million gallons per day. Thus, the WWTP has sufficient capacity to serve additional development, including the proposed project. The project proposes to construct 204 single-family dwellings. Development of the proposed project will add to the demand of wastewater capacity. Project wastewater discharges will be typical of residential uses and will not exceed wastewater treatment requirements of the City's Sanitation Division or Regional Water Quality Control Board. A less than significant impact would occur.

Mitigation Measures: None required.

d) Would the project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Less than Significant Impact. Recycling Solid waste disposal and recycling services for the City are provided by Burrtec Waste and Services, the City's franchise trash hauler. Residential waste collected from the project would be hauled to the Coachella Valley Transfer Station. This facility has a permitted daily capacity of 1,100 tons of solid waste per day.[57] Waste from this transfer station is then sent to a permitted landfill or recycling facility outside of the Coachella Valley. These include Badlands Sanitary Landfill, El Sobrante Sanitary Landfill and Lamb Canyon Sanitary Landfill. CalRecycle data indicates the Badlands Disposal site has 7,800,000 cubic yards of remaining capacity,[58] the El Sobrante Landfill has a remaining capacity of 3,834,470 cubic yards

[57] CalRecycle, *SWIS Facility Detail, Coachella Valley Transfer Station,* accessed September 15, 2022 https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/2305?siteID=2426

[58] CalRecycle, *SWIS Facility Detail, Badlands,* accessed September 15, 2022 https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/2245?siteID=2367

of remaining capacity,[59] and Lamb Canyon Disposal has a remaining solid waste capacity of 19,242,950 cubic yards.[60]

Waste generated by the construction process would primarily consist of discarded materials and packaging. Based on an average home size of 4,000 square feet and a construction waste generation factor of 4.34 pounds per square foot, approximately 1,726 tons of waste project-wide. Additional waste would be expected from the construction of internal streets, common areas, infrastructure installation, and other project-related construction activities. In addition, the City imposes mandatory recycling requirements for construction activities. Because the project would generate a relatively small amount of solid waste per day, both the Coachella Valley Transfer Station and the El Sobrante Landfill and other regional landfills would have sufficient daily capacity to accept solid waste generated by the project. Construction impacts relative to solid waste generation would be less than significant. Based on CalRecycle's[61] estimated solid waste generation rate of 12.23 pounds (lbs) per household per day for residential sources, the project would generate an estimated 2494.92 lbs or 1.25 tons of solid waste daily, approximately 0.1 percent of the Coachella Valley Transfer Station's daily capacity, considered to be a nominal amount. Annually, the project would generate an estimated 465.25 tons of solid waste (204 units x 12.23 lbs x 365 days). This equates to 0.001 percent of the remaining capacity of the three identified landfills, which is also considered to be nominal. Therefore, impacts relative to solid waste generation would be less than significant.

Mitigation Measures: None required.

e) Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Less than Significant Impact. Considering the availability of landfill capacity as described above, the project's solid waste disposal needs can be adequately met without a significant impact on the capacity of the nearest landfills: Badlands Sanitary Landfill, El Sobrante Sanitary Landfill and Lamb Canyon Sanitary Landfill. Therefore, it is not expected that the project would impact the City's compliance with State-mandated (AB 939) waste diversion requirements, which requires each jurisdiction in California to divert at least 50 percent of its waste stream away from landfills either through waste reduction, recycling or other means. As the City currently complies with the provisions of AB 939, impacts would remain less than significant.

Mitigation Measures: None required.

[59] CalRecycle, *SWIS Facility Detail, El Sobrante Landfill,* accessed September 15, 2022 https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/2256?siteID=2402

[60] CalRecycle, *SWIS Facility Detail, Lamb Canyon Disposal* accessed September 15, 2022 https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/2246?siteID=2368

[61] CalRecycle, accessed September 15, 2022 https://www2.calrecycle.ca.gov/WasteCharacterization/General/Rates

4.20 Wildfire

	Potentially Significant Impact	Less Than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
WILDFIRE: *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:*				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☐	☒
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☒
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☒

Discussion

f) If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project substantially impair an adopted emergency response plan or emergency evacuation plan?

No Impact. According to the California Department of Forestry and Fire Protection (CAL FIRE) Fire and Resource Assessment Program, the project site is not located in or near a state responsibility area and does not contain lands classified as high or very high fire hazard severity zones.[62] Development on the subject property would not substantially impair the City's adopted emergency evacuation and response plans[63] as the project is not proposing to amend these

[62] California Fire, *Fire Hazard Severity Zones Map*, accessed October 3, 2022.
[63] City of Coachella General Plan 2035, Safety Element, adopted April 22, 2015, accessed October 3, 2022.

routes to impede emergency evacuation, and the primary emergency exit route for the project would be Van Buren Street. There would be no impact.

Mitigation Measures: None required.

g) If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project, due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

No Impact. The project site is not located in or near a state responsibility area. The nearest state responsibility area is located approximately 8.5 miles to the west. [64] In addition, the project site does not contain lands classified as high or very high fire hazard severity zones, nor is the project site adjacent to wildlands subject to wildfires. Therefore, the proposed Project would not exacerbate wildfire risks or expose project occupants to pollutants from wildfires. There would be no impact.

Mitigation Measures: None required.

h) If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

No Impact. The project site is not located in or near a state responsibility area and does not contain lands classified as very high fire hazard severity zones. Power would be provided to the site through a new underground distribution backbone feeder (conduit and cable) that would extend from the existing Jackson Substation. Installation and future maintenance of these facilities would not increase the risk of fire because the proposed residential uses on-site would not include any features that would have the potential to exacerbate fire risk or result in temporary or ongoing impacts to the environment. The project would also provide suitable access for emergency vehicles. Therefore, there would be no impact.

Mitigation Measures: None required.

i) If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project expose people or structures to significant risks,

[64] California Fire, Fire Hazard Severity Zones Map, accessed *October 3*, 202*2*.

including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

No Impact. According to the Riverside County Flood Control and Water Conservation District floodplain viewer map, the project site is not located within any federal, state, or local flood zones, and does not have a high risk of flooding or landslides.[65] Therefore, the project would not expose people or structures to significant risks such as downslope or downstream flooding or landslides, post-fire slope instability, or drainage changes. No impact is anticipated.

Mitigation Measures: None required.

[65] Riverside County Flood Control and Water Conservation District, Floodplain Viewer map, https://content.rcflood.org/floodplainmap/, accessed October 3, 2022.

4.21 Mandatory Findings of Significance

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

Discussion

a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

Less Than Significant Impact With Mitigation Incorporated. As concluded in ***Section 4.4, Biological Resources***, the proposed project would not 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; or substantially reduce the number or restrict the range of an endangered, rare,

threatened species. Project implementation would involve activities such as grading and vegetation removal which could result in potentially significant impact to biological resources. However, implementation of Mitigation Measure BIO-1 and BIO-2 would reduce potentially significant impacts associated with protected resources such as migratory birds and burrowing owls. Clearance surveys prior to construction are intended to identify active nests and/or burrows and any such finds would be flagged and safeguarded from further disturbance until consultation with CDFW. In addition, the project is subject to the CVMSHCP development impact fee to fund habitat acquisition and preservation. Therefore, a less than significant impact would occur with mitigation incorporated.

As concluded in ***Section 4.5, Cultural Resources***, the site's sensitivity for cultural resources is considered low due to soil age, a lack of previously recorded archaeological sites within the project area and vicinity, previous disturbances in the project area, and the lack of perennial surface water. However, due to the potential for Pleistocene-age deposits at unknown depths, it is possible for project-related ground-disturbing activities to uncover previously unidentified historical, cultural, and paleontological resources. Implementation of Mitigation Measure CUL-1 would reduce potentially significant impacts associated with the inadvertent discovery of cultural resources during project construction activities. Therefore, a less than significant impact would occur with mitigation incorporated.

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)?

Less Than Significant Impact. The project does not exceed the scope of development for the site as evaluated in the City's General Plan, and accordingly, no cumulative project impacts are anticipated beyond what was previously analyzed in the General Plan EIR. Further, in accordance with CEQA Guidelines Section 15183, this environmental analysis was conducted to determine if there were any project-specific effects that are peculiar to the project or its site. No project-specific significant effects peculiar to the project or its site were identified that could not be mitigated to a less than significant level. The project would not induce substantial population growth or significant traffic volumes. The project would contribute to environmental effects in the area of noise. However, this impact would not be cumulatively considerable, since it is site-specific. Furthermore, mitigation measures incorporated herein mitigate any potential impacts associated with this environmental issue. Cumulative projects would be required to prepare the appropriate CEQA environmental documentation on a project-by-project basis. Therefore, the project does not have impacts that are individually limited, but cumulatively considerable.

c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

Less Than Significant Impact. Given the scope and nature of the project which is to develop the site for residential land use and with implementation of the mitigation program, project implementation would not result in environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly. Compliance with applicable existing laws and regulations and implementation of recommended mitigation measures would ensure that the project would not result in substantial adverse effects on human beings. Therefore, impacts would be less than significant and no additional mitigation measures are required.

5.0 LIST OF PREPARERS

City of Coachella (Lead Agency)
Gabriel Perez, Development Services Director
Ron Goldman, City Consultant

Pulte Group (Applicant)
David Dewegeli, Manager of Land Planning & Entitlements
James D. Vaughn, Esq., SZR Law

Michael Baker International (Environmental Consultant)
Elizabeth Meyerhoff, Project Manager
Alicia Gonzalez, QA/QC
Renee Gleason, Senior Environmental Planner
David Christie, AICP, Planner
Eddie Torres, Technical Manager - Air Quality/Greenhouse Gas/Energy and Noise
Zhe Chen, Technical Specialist - Air Quality/Greenhouse Gas/Energy and Noise
Margo Nayyar, Cultural Resources Manager
Tom Millington, Senior Biologist
Lauren Mapes, Environmental Associate - Biologist
Carla Dietrich, P.E. (PA), PTOE, Technical Manager - Transportation

6.0 REFERENCES

The following references were utilized during preparation of this Initial Study.

Biological Resources Assessment and CVMSHCP Consistency Analysis for Sevilla II Tentative Tract Map No. 38557 (November 2022).

California Building Code, 2019, California Code of Regulations, Title 24, Part 2.

California Department of Conservation, California Important Farmland Finder, https://maps.conservation.ca.gov/DLRP/CIFF/ accessed 9-15-22.

California Department of Conservation – EQ Zapp: California Hazards Zone Application, https://www.conservation.ca.gov/cgs/geohazards/eq-zapp, accessed October 10, 2022.

California Department of Finance website, http://dof.ca.gov/Forecasting/Demographics/Estimates/E-5/ accessed 10/10/22.

California Department of Transportation (Caltrans) Scenic Highway Mapping System website, https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways, accessed 9-15-22.

California Environmental Protection Agency, Cortese List Data Resources, https://calepa.ca.gov/sitecleanup/corteselist/, accessed October 3, 2022.

California Fire, Fire Hazard Severity Zones Map, accessed October 3, 2022.

CalRecycle, SWIS Facility Detail, https://www2.calrecycle.ca.gov/SolidWaste/Site/Search, accessed September 15, 2022.

City of Coachella General Plan 2035, Draft Environmental Impact Report, https://cityofcoachellageneralplanupdate.weebly.com/final-eir.html accessed 9-15-22.

City of Coachella website, https://www.coachella.org/departments/fire-department, accessed September 29, 2022.

Coachella Municipal Code, Ordinance No. 1029, adopted September 2011.

Coachella Valley Unified School District, Trustee Area Boundaries, https://www.cvusd.us/board-of-education/trustee-area-boundaries, accessed September 29, 2022.

Federal Water Pollution Control Act Amendments of 1972, 33 U.S.C. Sections 1251 et seq. (1972).

FEMA FIRM, National Flood Layer Viewer. Riverside County, California And Incorporated Areas Panel 1620 OF 3805. Accessible via: https://www.fema.gov/flood-maps/national-flood-hazard-layer Accessed, September 15, 2022.

Geotechnical Exploration, Proposed Residential Development Sevilla 2, Leighton and Associates, Inc (2021).

OSHA Materials Handling and Storage, https://www.osha.gov/sites/default/files/publications/osha2236.pdf, revised in 2002.

Riverside County Airport Land Use Commission, Individual Airport Policies and Compatibility Maps – Jacqueline Cochran Regional Airport, amended September 2006.

Riverside County Flood Control and Water Conservation District, Floodplain Viewer map, https://content.rcflood.org/floodplainmap/, accessed October 3, 2022.

State Water Resources Control Board Order No. 2009-0009-DWQ (2013), https://www.waterboards.ca.gov/board_decisions/adopted_orders/water_quality/2009/wqo/wqo2009_0009_dwq.pdf, accessed November 11, 2022.

United States Geological Survey Interactive Fault Map website, https://www.usgs.gov/programs/earthquake-hazards/faults, accessed 10-11-22.

United States Geological Survey Mineral Resources Online Spatial Data. https://mrdata.usgs.gov/general/map-us.html. Accessed September 16, 2022.