



INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Connect Coachella

Applicant:

City of Coachella
53990 Enterprise Way
Coachella, CA 92236

Lead Agency:

City of Coachella
53990 Enterprise Way
Coachella, CA 92236

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CITY OF COACHELLA
CEQA Environmental Checklist & Environmental Assessment

	<p align="center">INITIAL STUDY/MITIGATED NEGATIVE DECLARATION</p>
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Project Title:	Connect Coachella	
Case No.		
Assessor's Parcel No.	Multiple (see Exhibit 2)	
Lead Agency Name and Address:	City of Coachella – Planning Division 53990 Enterprise Way Coachella, CA 92236	
Project Locations:	Ave. 48 from Dillon Rd. to Grapefruit Blvd. Grapefruit Blvd. from Ave. 48 to Ave. 54. Ave. 54 from Van Buren to the Coachella Valley Stormwater Channel.	
Project Sponsor's Name and Address:	City of Coachella	53990 Enterprise Way Coachella, CA 92236
General Plan Designation(s):	Avenue 48 Extension Route: Suburban Retail District Grapefruit Boulevard North-South Route: Manufacturing Service, Urban Employment Center, Public Facilities Avenue 54 East-West Route: Suburban Neighborhood, Neighborhood Commercial, General Neighborhood, Urban Employment Center, Industrial District, Public Facilities, Tribal Land, Sphere of Influence	
Zoning:	Avenue 48 Extension Route: General Commercial Grapefruit Boulevard North-South Route: Industrial District, Urban Employment Heavy Industrial Avenue 54 East-West Route: Suburban Neighborhood, Neighborhood Center, General Neighborhood, Urban Employment, Heavy Industrial, Manufacturing Service, Tribal Land, Sphere of Influence	

Contact Person:	Gabriel Perez, Development Services Director City of Coachella 53990 Enterprise Way Coachella, CA 92236
Phone Number:	(760) 398-3502
Date Prepared	April, 2024

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

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

DETERMINATION: (To be completed by the Lead Agency) 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.
X	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.

Gabriel Perez

Digitally signed by Gabriel Perez
DN: C=US, E=gpperez@coachella.org, O=City of Coachella, OU=Planning Division - Development Services Dept, CN=Gabriel Perez
Date: 2024.04.03 18:06:05-07'00'

April 3, 2024

Gabriel Perez
City of Coachella

Date

EVALUATION OF ENVIRONMENTAL IMPACTS:

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

- 9) The explanation of each issue should identify:
- a) The significance criteria or threshold, if any, used to evaluate each question; and
 - b) The mitigation measure identified, if any, to reduce the impacts to less than significance.

INTRODUCTION

The Connect Coachella Project ("Project") is a proposal to construct two new alternative transportation pathways and a short alternative transportation extension totaling approximately 7 miles in the City of Coachella. The purpose of this Initial Study/Mitigated Negative Declaration is to assess potential impacts that may result from the construction and on-going use of two non-motorized alternative transportation routes in the City. As described in the 2015 General Plan Update, the City of Coachella prioritizes the development of a "balanced transportation system" that seamlessly integrates non-motorized routes with motorized routes during this time of growth. To this end, the entirety of the Project will run along roadways that have previously been designated as both major and primary arterials with enhanced bicycle facilities, which means that the Project will not require new roadway classifications or additional land resources to construct the bike paths. The Project will provide non-motorized connectivity between residential districts, retail and commercial districts, industrial districts, and open space, and will aid in fulfilling the City's commitment to offering residents safe alternative modes of transportation. Moreover, the Project will provide an important access point to the CV Link where Avenue 54 ends at the Coachella Valley Stormwater Channel. The CV Link is a multi-modal transportation pathway connecting eight cities, unincorporated county areas, and three tribal areas from Palm Springs to Coachella.

PROJECT DESCRIPTION

The following description is illustrated in the Vicinity Map on Exhibit 2. The "North-South" route will be a Class 1 bike path extending approximately 3.8 miles along the east side of Grapefruit Boulevard from Avenue 48 south to Avenue 54. This will incorporate an existing bike path which begins at Avenue 50 and ends at 9th Street. The "East-West" route of the Project will include 3.2 miles of new Class II bike lanes along both the north and south sides of Avenue 54 beginning at Van Buren Street, crossing Grapefruit Boulevard, and ending at the Coachella Valley Stormwater Channel where the Project will meet the future CV Link path. A shorter .08-mile Class I bike path extension is proposed on the south side of Avenue 48 starting from the southeast corner of the Dillon Road intersection and ending at the southeast corner of the Grapefruit Boulevard intersection.

The Project proposes numerous improvements to intersections and roadways throughout the routes. New crosswalks and ADA curb ramps will be installed at various intersections to provide safer and more visible non-motorized access between the bike paths, services, and residential districts. A new roundabout with median dividers is proposed for the Grapefruit Boulevard/Tyler Street intersection. New right-turn slip lanes and triangular median dividers are proposed for the Grapefruit Boulevard/Avenue 54 intersection. New road striping delineating the bike lanes will be applied throughout the routes as well as new multilane striping and directional arrows to help guide motorized traffic. A new railroad crossing for pedestrians and other non-motorized transport will be constructed where Avenue 54 crosses the Union Pacific Railroad. Additionally, new signs and posts will be installed along the routes.

Avenue 48 Class I Extension

The 0.08-mile Class I extension along the south side of Avenue 48 between Dillon Road and Grapefruit Boulevard will be between an 8.5 foot and 10 foot wide shared use path. It will begin at the southeast corner where Dillon Road meets Avenue 48 and will stop at the southwest corner of Avenue 48 and Grapefruit Boulevard. The bike path will be constructed of four-inch-thick asphalt concrete over six inches of crushed base. Four-inch shared-use centerline striping will be applied to the path and six-inch right edge line striping will be applied along both sides

of the path. Within this portion of the Project, the four travel lanes on the south side of Avenue 48 will become three travel lanes, and the right-most lane will become the Class I shared-use bike path. The bike path will be separated from motorized traffic via a six-inch curb except where the path crosses a commercial retail driveway. New multilane dashed lines will be applied to Avenue 48. Two new crosswalks and two new ADA curb ramps will be installed at the Grapefruit Boulevard intersection. A north-south crosswalk will connect the northwest corner to the southwest corner. An east-west crosswalk will connect the southwest corner to the east side of Grapefruit Boulevard.

Grapefruit Boulevard North-South Route – Class I Bike Path

The North-South route will run along the east side of Grapefruit Boulevard for 3.74 miles. It will begin at the east corner of the intersection of Avenue 48 and Grapefruit Boulevard, where a new crosswalk and ADA ramp will be installed, and continue south to Avenue 54 where it will meet the East-West route at the northeast corner of Avenue 54 and Grapefruit Boulevard. The North-South route will be a ten-foot-wide Class I bike path with a two-foot shoulder on either side. The bike path will be constructed of four-inch-thick asphalt concrete over six inches of crushed base. Four-inch shared-use centerline striping will be applied to the bike path and six-inch right edge line striping will be applied along both sides of the bike path. The North-South route will be constructed within the existing right of way between Grapefruit Boulevard and the Union Pacific Railroad. There will be a buffer between the edge of the travel lane pavement and the shoulder of the bike path. The width of the buffer along the route varies between 10 feet and 24 feet. Existing vegetation along the street side of the route between the Dillon Road intersection and Cesar Chavez Street will be removed. Between Avenue 49 and Cesar Chavez, a vegetative bioswale will be installed.

The North-South route will cross under the Avenue 50 bridge and join the existing bike path which runs from Avenue 50/Leoco Lane south to 9th Street. Where the existing bike path ends at 9th Street, the new North-South route will resume, cross under the Avenue 52 bridge, pass the Tyler Street intersection uninterrupted and then meet the East-West route at the northeast corner of Avenue 54.

Proposed Improvements to Grapefruit Boulevard

New crosswalks and ADA curb ramps will be installed along the route. Where Avenue 49 meets Grapefruit Boulevard an east-west and a north-south crosswalk will be installed with new ADA curb ramps and a new sidewalk on the northwest corner. Where the crosswalk meets the Grapefruit Boulevard median, a new six-inch curb will be constructed. At the entrance to the Gateway Center shopping center between Avenue 49 and Cesar Chavez Street, an east-west crosswalk will be installed across Grapefruit Boulevard with two new ADA curb ramps. At Sunset Drive there will be an east-west crosswalk with an ADA curb ramp. Twelve-inch stop bar limits and directional arrows will be applied to Grapefruit Boulevard intersections. New multilane striping will be applied between 9th Street and Tyler Street.

Where Cesar Chavez Street and Park Lane meet Grapefruit Boulevard, two north-south crosswalks, one east-west crosswalk, and three new ADA curb ramps will be installed. On the east side of the intersection, a new 10-foot-wide concrete asphalt sidewalk will traverse across the vegetative bioswale and meet a new trailhead plaza on the North-South route.

Several improvements are slated for the Tyler Street intersection. A 40.53-foot radius roundabout with four medians will facilitate motorized traffic while three new east-west crosswalks and ADA

curb ramps will connect two medians across Grapefruit Boulevard north of the roundabout. A new sidewalk along the west corner the intersection will tie into the existing Tyler Street sidewalk.

Avenue 54 East-West Route from Van Buren Street to Grapefruit Boulevard – Class II Bike Lane

The East-West bike lane route of the Project will begin at the intersection of Avenue 54 and Van Buren Street and travel eastward for approximately 3.18 miles to the Coachella Valley Stormwater Channel, where it will meet the future CV Link trail. The East-West route from Van Buren Street to Grapefruit Boulevard will include five-foot-wide bike lanes and three-foot wide buffers within the existing travel lanes along the north and south sides of Avenue 54. The bike lanes will be demarcated with white six-inch bike lane striping, six-inch white stripes angled at 45 degrees every fifteen feet as well as six-inch right edge line striping. In addition, new bike lane intersection striping will help motorists identify locations where the Project crosses intersections.

Between Tyler Street and Grapefruit Boulevard, a new five-foot-wide sidewalk is proposed along the north side of the bike lane within the right of way. A five-foot-wide shoulder and a six-foot-wide buffer will separate the bike lane from the new sidewalk. A two-foot-wide shoulder will run along the north edge of the sidewalk.

The East-West route will approach the Grapefruit Boulevard intersection at which point the bike lane on the north side of Avenue will meet a bike lane intersection marking, which will be installed across the new slip lane, and end at the new triangular median. The Class II bike lane on the south side of Avenue 54 will continue eastward through the intersection and end at the southwest corner of the Polk Street intersection.

East-West Route Between Grapefruit Boulevard and the Coachella Valley Stormwater Channel – Class I and Class II

At the northeast corner of the Grapefruit Boulevard-Avenue 54 intersection, the North-South Class I route will meet a new sidewalk and turn east following the north side of Avenue 54.

From Grapefruit Boulevard to Polk Street the path will be 8 feet wide with a 2 foot shoulder on either side. It will be constructed of the same material as the North-South route and will include four-inch shared-use centerline striping and six-inch right edge line striping. Trees will be removed as needed. Along the south side of this route, the Class II bike lane continues in the eastbound travel lane. The five-foot-wide bike lane will be separated from the motorized traffic by a three-foot buffer.

At the Polk Street intersection, the bike lane on the south side ends at the southwest corner while the Class I bike path continues in the right of way along the north side of Avenue 54 to the Coachella Valley Stormwater Channel. At the northeast corner of Polk Street and Avenue 54, the bike path becomes ten feet wide with a two-foot shoulder on either side. The East-West route will stop at the end of Avenue 54 and join the future CV Link trail.

Proposed Improvements to Avenue 54

The Project proposes multiple road improvements along Avenue 54. New road surface overlay and double yellow centerline striping will be constructed along Avenue 54 from Van Buren Street to the Coachella Valley Stormwater Channel where Avenue 54 ends. Between Van Buren Street and Tyler Street the north side travel lane will be widened to 12 feet to match the south side travel lane. New directional arrows and twelve-inch stop bar limits will be added to intersectional road markings, and new posts and signs will be placed along the route. New multilane dashed

line striping will be painted between Tyler Street and Polk Street where there are more than two travel lanes.

Along Avenue 54, new crosswalks with ADA curb ramps will be constructed at various intersections. A north-south crosswalk with an ADA corner curb ramp will be installed at the Slate Drive intersection. An east-west crosswalk with two ADA curb ramps will be installed at the Cesar Chavez Street and Tyler Street intersections. At Enterprise Way, there will be two east-west crosswalks and four ADA curb ramps. The Polk Street intersection will have one east-west and one north-south crosswalk along with three ADA curb ramps.

Numerous upgrades to the Grapefruit Boulevard intersection are also proposed. Two slip lanes and two triangular landscaped medians will accommodate right-turning traffic. One slip lane and median will be placed at the northwest corner, and the other slip lane and median will be placed at the southeast corner. Four new crosswalks will be installed east-west across the slip lane and Grapefruit Boulevard and north-south across the slip lane and Avenue 54 along with six ADA curb ramps. Six-inch white bike lane striping, bike lane intersection striping, multi-lane white dashed lines, double yellow centerlines, new twelve-inch stop lines, and new railroad crossing paint will all be added to the intersection.

Just east of this intersection, where Avenue 54 crosses the Union Pacific Railroad, a new at-grade railroad crossing will be constructed and will include pedestrian gates, signal improvements, ADA curb ramps and concrete panels.

CURRENT CONDITIONS

The Project will offer alternative transportation connectivity between seven General Plan subareas of the city and two tribal areas: West Coachella Neighborhoods, North Employment District, Downtown, Downtown Expansion, Harrison Street Corridor, South Employment District, Airport District, the Twenty-Nine Palms Band of Mission Indians north of Avenue 48, and the Augustine Band of Cahuilla Indians south of Avenue 54.

Avenue 48 Class I Extension

This portion of the Project area is designated in the General Plan as Suburban Retail District and has General Commercial zoning. On the south side of Avenue 48 between Dillon Road and Grapefruit Boulevard where the bike path will occur, the route will pass by a fast-food restaurant and gas station/convenience store and the driveway entrance.

Grapefruit Boulevard North-South Route

Grapefruit Boulevard is a four-lane north-south traffic corridor. South of Tyler, Grapefruit Boulevard becomes a two-lane road with center turn lane.

The section between Avenue 48 and Avenue 50 is designated in the General Plan as Industrial District and zoned as Manufacturing Service. The land in the right of way where the route will be located is vacant, unpaved, previously disturbed and lined with oleander bushes. Along the east side of the railroad tracks, the land is mostly vacant. The west side of Grapefruit Boulevard is designated General Commercial, supporting a mix of businesses and two large vacant lots.

Where Park Lane meets Grapefruit Boulevard, the Downtown Center designation begins on the west side of Grapefruit Boulevard and continues to 9th Street. On the east side of the road where the route is located, land use and zoning are both Urban Employment. Industrial buildings occur

along the east edge of the right of way between the Project route and the railroad tracks as well as along on the east side of the tracks.

From 9th Street to Avenue 52, the land use shifts to Public Facilities and the zoning designation becomes Manufacturing Service. The route area returns to vacant, unpaved, and previously disturbed land. Agriculture and industry are present east of the railroad tracks while retail and r uses are present along the west side of Grapefruit.

Between Avenue 52 and Avenue 54, the General Plan land use returns to Industrial District on the east side of Grapefruit Boulevard and is zoned for Heavy Industrial. The route area remains vacant, unpaved, and previously disturbed. Between Avenue 52 and Tyler Street, industrial uses occur east of the railroad tracks and suburban neighborhood is present west of Grapefruit Boulevard. South of Tyler Street to Avenue 54, the land east of the tracks is vacant and limited industrial use is present on west side closer to Avenue 54. Grapefruit Boulevard becomes a two-lane road in this area.

Avenue 54 East-West Route

Avenue 54 is a presently a two-lane road in a mostly agricultural and industrial area of Coachella.

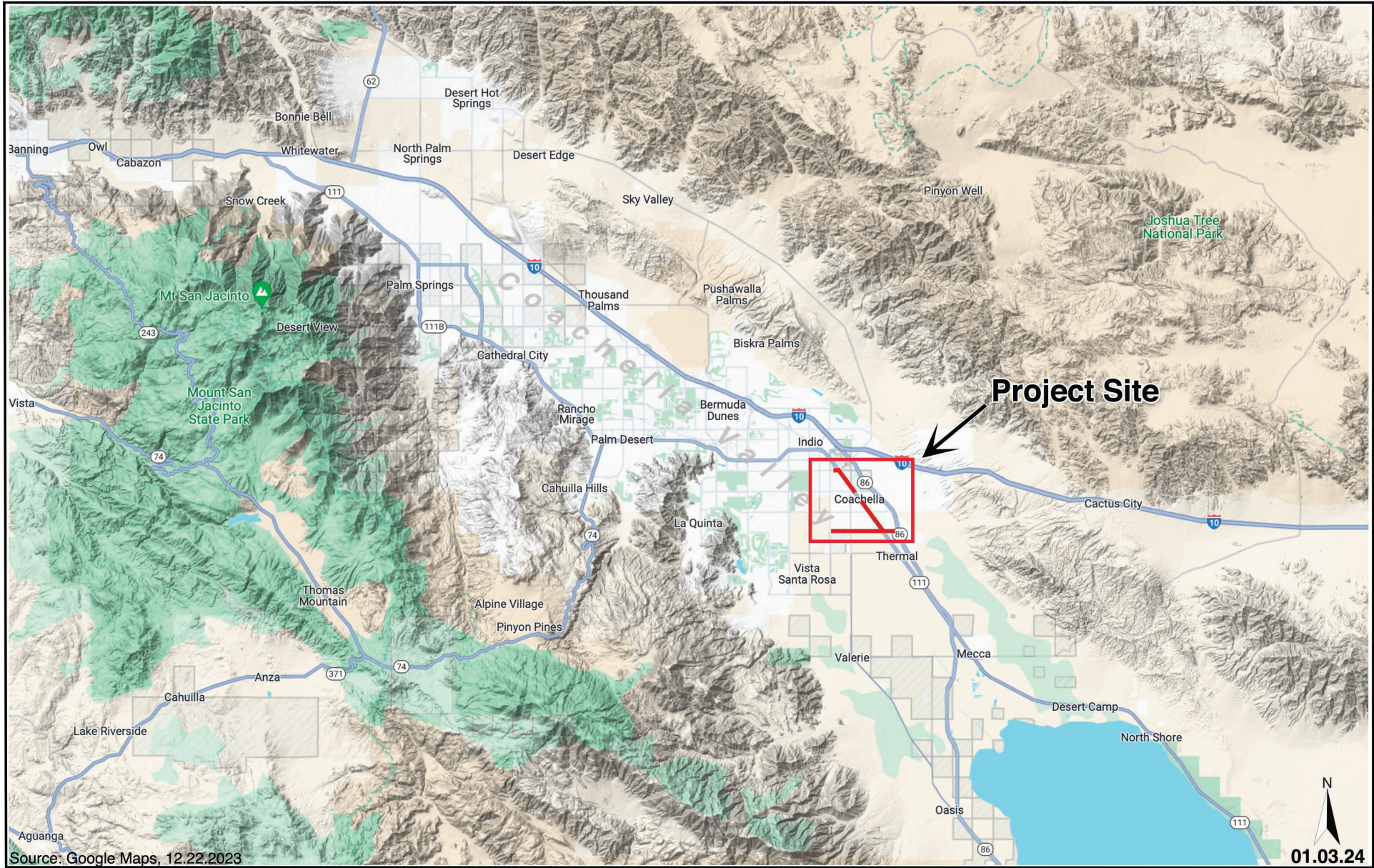
The portion of the East-West route between Van Buren Street and Harrison Street on the north side of Avenue 54 is mostly designated as Suburban Neighborhood with a small section designated as Neighborhood Center and zoned as Neighborhood Commercial. From the corner of Van Buren easterly to Frederick Street, there is a small date grove, two single-family residences surrounded by vacant land, and a residential development. East of Frederick Street to Harrison Street, the land is mostly vacant except for one small date grove.

On the south side of Avenue 54 from Van Buren to Harrison Street, the land belongs to the Augustine Band of Cahuilla Indians. Aside from the casino located at the southeast corner of Van Buren and Avenue 54, the land is vacant. On the south side of the Frederick Street intersection, a new driveway has been constructed possibly indicating future development on the reservation.

Continuing east from Harrison Street to Tyler Street, the north side three land use designations includes three land use designations: Neighborhood Center to Calle Balderas, which is zoned as Neighborhood Commercial; then General Neighborhood to Avenida Del Prado; and finally Urban Employment to Tyler Street. The Neighborhood Center section is currently vacant. The General Neighborhood section contains a residential housing development. East of the housing development over to Tyler Street in the Urban Employment section, the land is currently under agricultural crop production. The south side land use and zoning designations for this area are both Urban Employment. Along this portion of the Project, there is a mix of vacant land, rural single-family homes, animal agriculture and crop production.

From Tyler Street east to the Coachella Valley Stormwater Channel the land use designations for both sides of Avenue 54 include, from west to east, a short continuation of Urban Employment, then Industrial District, which is zoned for Heavy Industrial to Polk Street. On the north side of the road east of Polk Street, the zoning changes to Manufacturing Service. Industrial complexes line the north side of Avenue 54 From Tyler Street to Grapefruit Boulevard. Much of this is masked by fencing and landscaping. East of Grapefruit, there is a mix of vacant land and

industrial use at the east end of the Project, adjacent to the Coachella Valley Stormwater Channel. Along the south side of the road from Tyler to Grapefruit, the land is used for agricultural crop production, and there is a date processing facility at the southeast corner of Grapefruit and Avenue 54. Eastward beyond Grapefruit Boulevard to Polk Street, the land is vacant. East of Polk Street, Avenue 54 becomes a narrow unstriped road which ends at the channel. A wastewater treatment plant occurs on the south side across from an agriculture chemical company on the north side of the road.





Sources: ESRI, 03.2024; Coachella Valley Association of Governments (CVAG), 10.2021.

03.05.24



**Connect Coachella Project
Vicinity Map
Coachella, California**



Exhibit

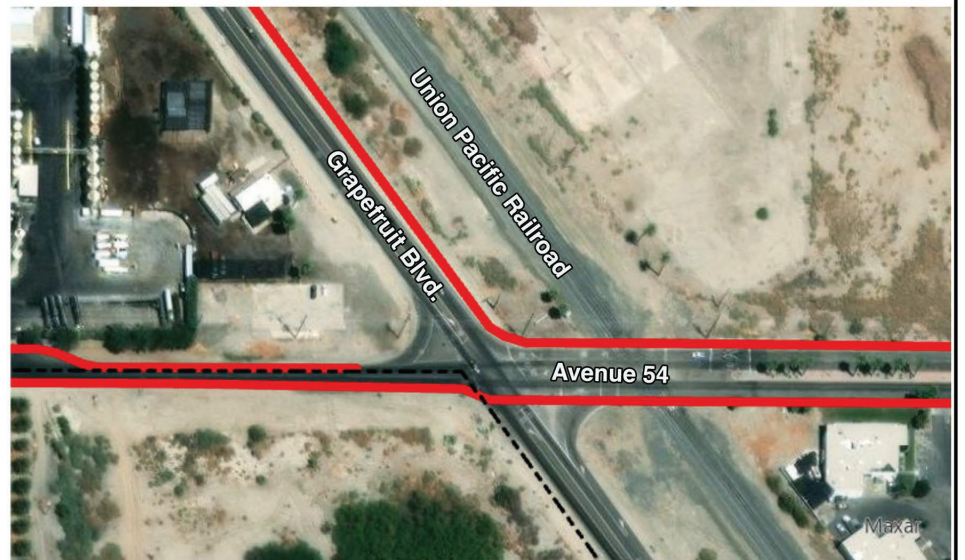
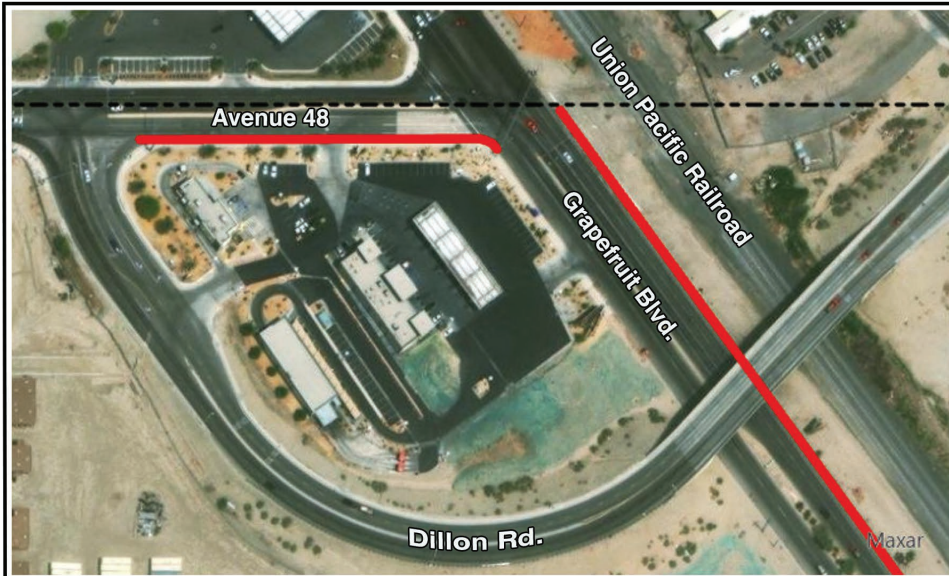
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Sources: ESRI, 03.2024; Coachella Valley Association of Governments (CVAG), 10.2021.

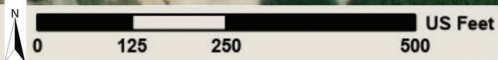
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Exhibit



Source: ESRI, 03.2024.

City of Coachella boundary
 Project Route



03.05.24

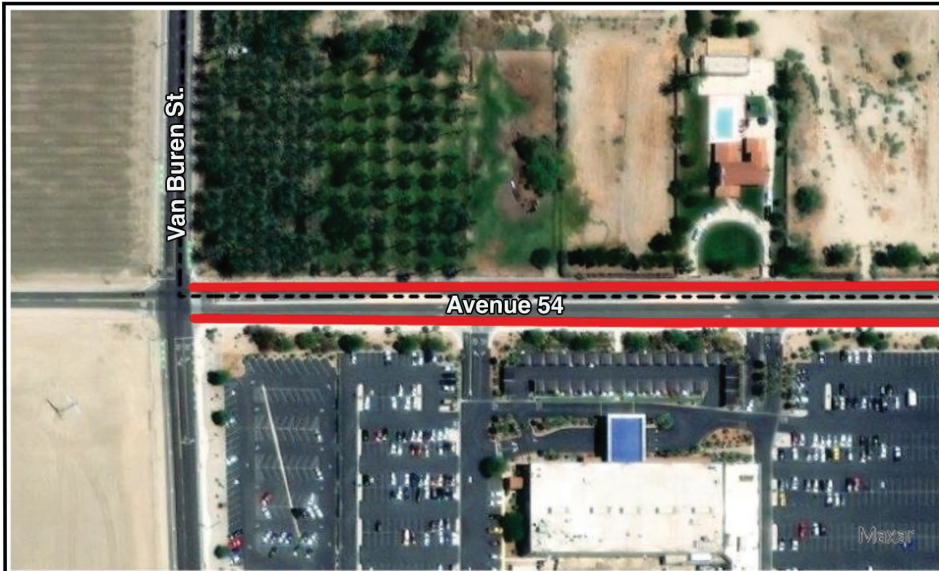


**Connect Coachella Project
 Project Locations
 North-South Route - Grapefruit Blvd. - Class I Bike Path
 Coachella, California**



Exhibit

4a



Sources: ESRI, 03.2024; CVAG, 10.2021.

City of Coachella boundary
 Project Route



0 125 250 500 US Feet

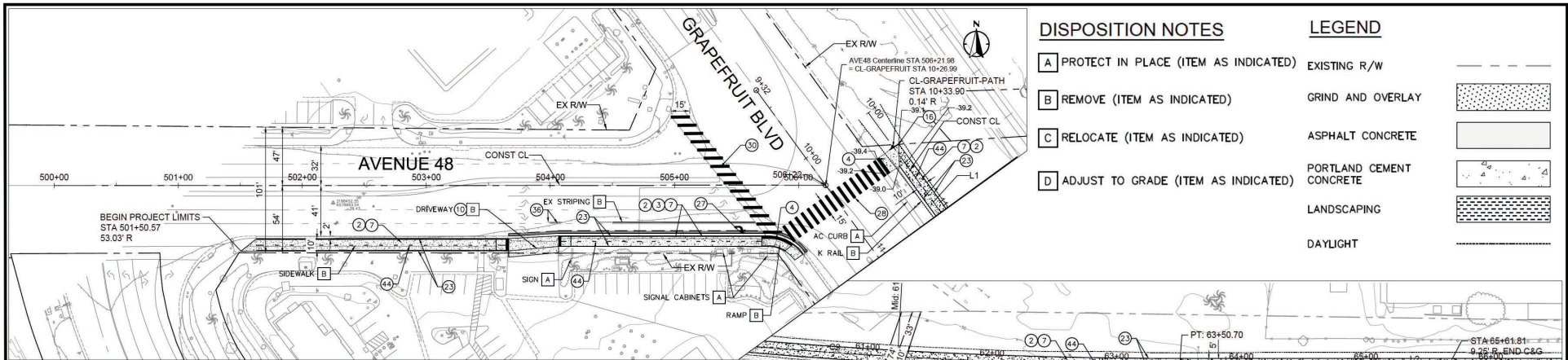
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**Connect Coachella Project
 Project Locations
 East-West Route - Avenue 54 - Class II Bike Lane
 Coachella, California**



**Exhibit
 4b**



DISPOSITION NOTES

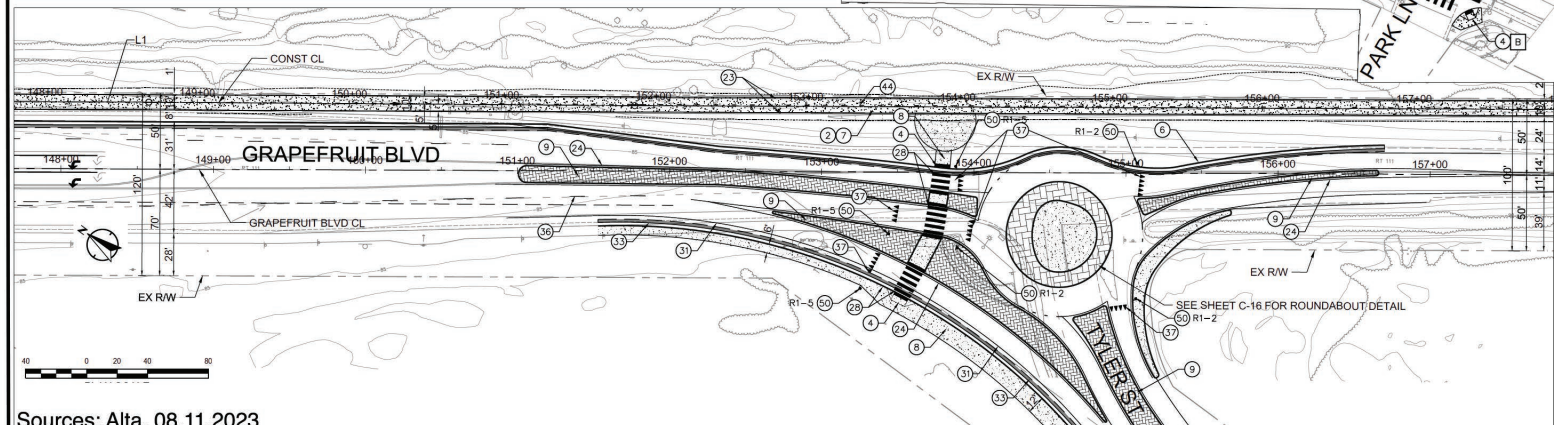
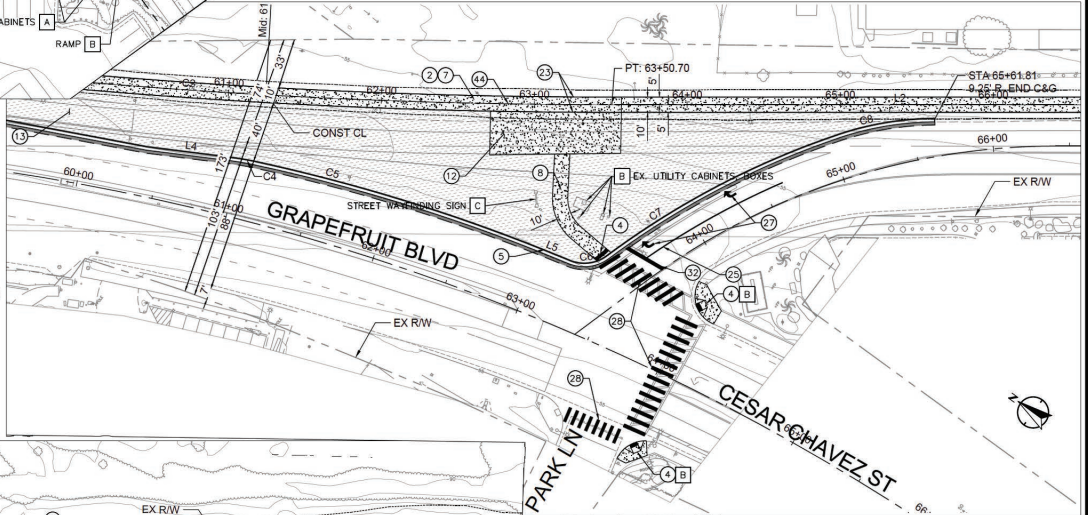
- A** PROTECT IN PLACE (ITEM AS INDICATED)
- B** REMOVE (ITEM AS INDICATED)
- C** RELOCATE (ITEM AS INDICATED)
- D** ADJUST TO GRADE (ITEM AS INDICATED)

LEGEND

- EXISTING R/W
- GRIND AND OVERLAY
- ASPHALT CONCRETE
- PORTLAND CEMENT CONCRETE
- LANDSCAPING
- DAYLIGHT

CONSTRUCTION NOTES

- 2 UNCLASSIFIED EXCAVATION/ FILL (INCLUDING REMOVAL OF AC, AB, BASE, AND SUBBASE) AND COMPACTION, DEPTH PER TYPICAL SECTION
- 3 CONSTRUCT 4" ASPHALT CONCRETE SURFACE PAVEMENT OVER 6" CRUSHED MISC. BASE OVER PREPARED SUBGRADE
- 4 CONSTRUCT ADA CURB RAMP PER CALTRANS STD PLAN A88A & A88B
- 5 CONSTRUCT PCC CURB AND GUTTER - MATCH EXISTING
- 7 CONSTRUCT 4" PCC SHARED-USE PATH PER COACHELLA STD DWG NO S-25.1
- 8 CONSTRUCT 4" PCC SIDEWALK PER COACHELLA STD DWG NO 25.1
- 12 CONSTRUCT ADA COMPLIANT TRAILHEAD/PLAZA INCLUDING AMENITIES
- 13 CONSTRUCT VEGETATIVE BIOSWALE PER TYPICAL SECTION
- 14 CONSTRUCT DROUGHT TOLERANT LANDSCAPING W/ IRRIGATION
- 23 INSTALL 6" RIGHT EDGELINE STRIPING PER CALTRANS STD PLAN A20B, DETAIL 27B
- 25 INSTALL 8" CHANNELIZING LANE LINES PER CALTRANS STD PLAN A20D, DETAIL 38A
- 27 INSTALL TYPE IV (R) ARROW PAVEMENT MARKING PER CALTRANS STD PLAN A24A
- 28 INSTALL CONTINENTAL CROSSWALK, PER CALTRANS STD PLAN A24F
- 32 INSTALL 12" STOP BAR LIMIT LINE, PER CALTRANS STD PLAN RSP A24G
- 34 INSTALL TYPE VI (LANE DROP) ARROW PER CALTRANS STD PLAN A24A
- 44 INSTALL SHARED-USE PATH CENTERLINE STRIPING
- 50 INSTALL LADDER STYLE CROSSWALK WITHIN LIMITS OF EXISTING TRAVERSE CROSSWALK



Sources: Alta, 08.11.2023

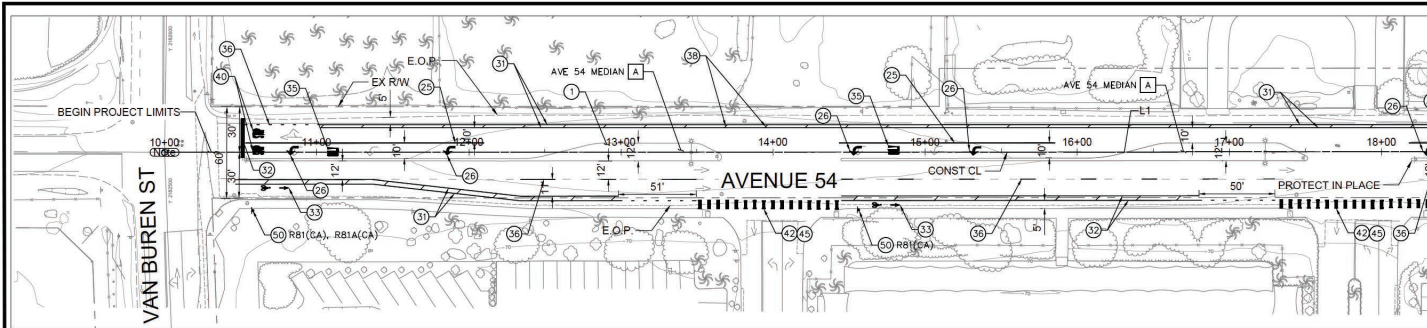
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**Connect Coachella Project
Site Plans
North-South Route - Grapefruit Blvd. - Class I Bike Path
Coachella, California**



**Exhibit
5a**



LEGEND

EXISTING R/W	---
GRIND AND OVERLAY	[Stippled pattern]
ASPHALT CONCRETE	[Solid grey]
PORTLAND CEMENT CONCRETE	[Pattern with '4' characters]
LANDSCAPING	[Pattern with wavy lines]
DAYLIGHT	---

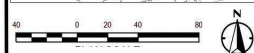
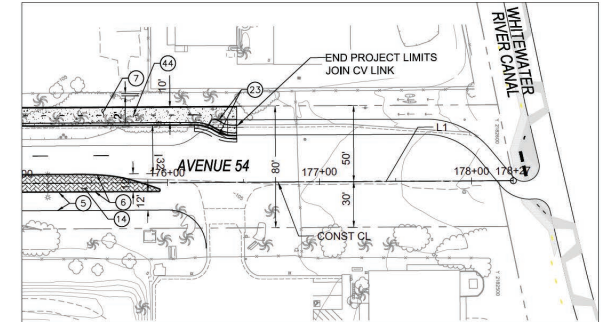
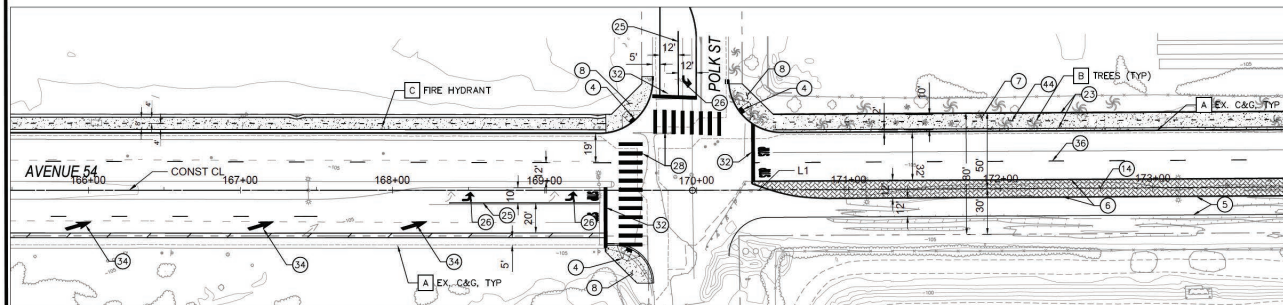
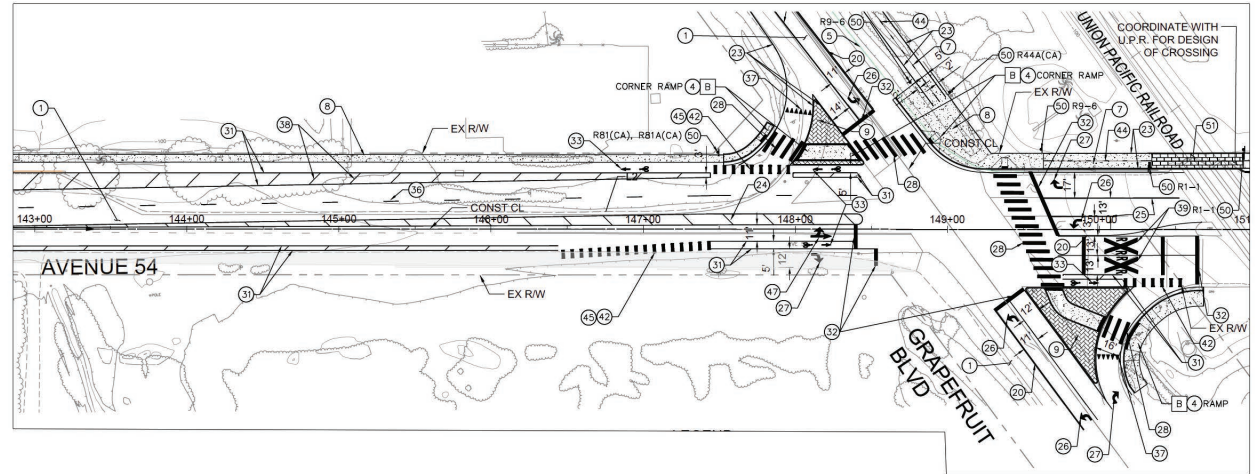
CONSTRUCTION NOTES

- ② UNCLASSIFIED EXCAVATION/ FILL (INCLUDING REMOVAL OF AC, AB, BASE, AND SUBBASE) AND COMPACTION, DEPTH PER TYPICAL SECTION
- ③ CONSTRUCT 4" ASPHALT CONCRETE SURFACE PAVEMENT OVER 6" CRUSHED MISC. BASE OVER PREPARED SUBGRADE
- ④ CONSTRUCT ADA CURB RAMP PER CALTRANS STD PLAN A88A & A88B
- ⑤ CONSTRUCT PCC CURB AND GUTTER - MATCH EXISTING
- ⑦ CONSTRUCT 4" PCC SHARED-USE PATH PER COACHELLA STD DWG NO 5-25.1
- ⑧ CONSTRUCT 4" PCC SIDEWALK PER COACHELLA STD DWG NO 25.1
- ⑫ CONSTRUCT ADA COMPLIANT TRAILHEAD/PLAZA INCLUDING AMENITIES
- ⑬ CONSTRUCT VEGETATIVE BIOSWALE PER TYPICAL SECTION
- ⑭ CONSTRUCT DROUGHT TOLERANT LANDSCAPING W IRRIGATION
- ⑲ INSTALL 6" RIGHT EDGELINE STRIPING PER CALTRANS STD PLAN A20B, DETAIL 27B
- ⑲ INSTALL 8" CHANNELIZING LANE LINES PER CALTRANS STD PLAN A20D, DETAIL 38A

- ⑲ INSTALL TYPE IV (R) ARROW PAVEMENT MARKING PER CALTRANS STD PLAN A24A
- ⑲ INSTALL CONTINENTAL CROSSWALK, PER CALTRANS STD PLAN A24F
- ⑳ INSTALL 12" STOP BAR LIMIT LINE, PER CALTRANS STD PLAN RSP A24G
- ⑳ INSTALL TYPE VI (LANE DROP) ARROW PER CALTRANS STD PLAN A24A
- ㉑ INSTALL SHARED-USE PATH CENTERLINE STRIPING
- ㉑ INSTALL LADDER STYLE CROSSWALK WITHIN LIMITS OF EXISTING TRAVERSE CROSSWALK

DISPOSITION NOTES

- A PROTECT IN PLACE (ITEM AS INDICATED)
- B REMOVE (ITEM AS INDICATED)
- C RELOCATE (ITEM AS INDICATED)
- D ADJUST TO GRADE (ITEM AS INDICATED)



Sources: Alta, 08.11.2023 & 01.12.2024 (Van Buren St.).

03.07.24

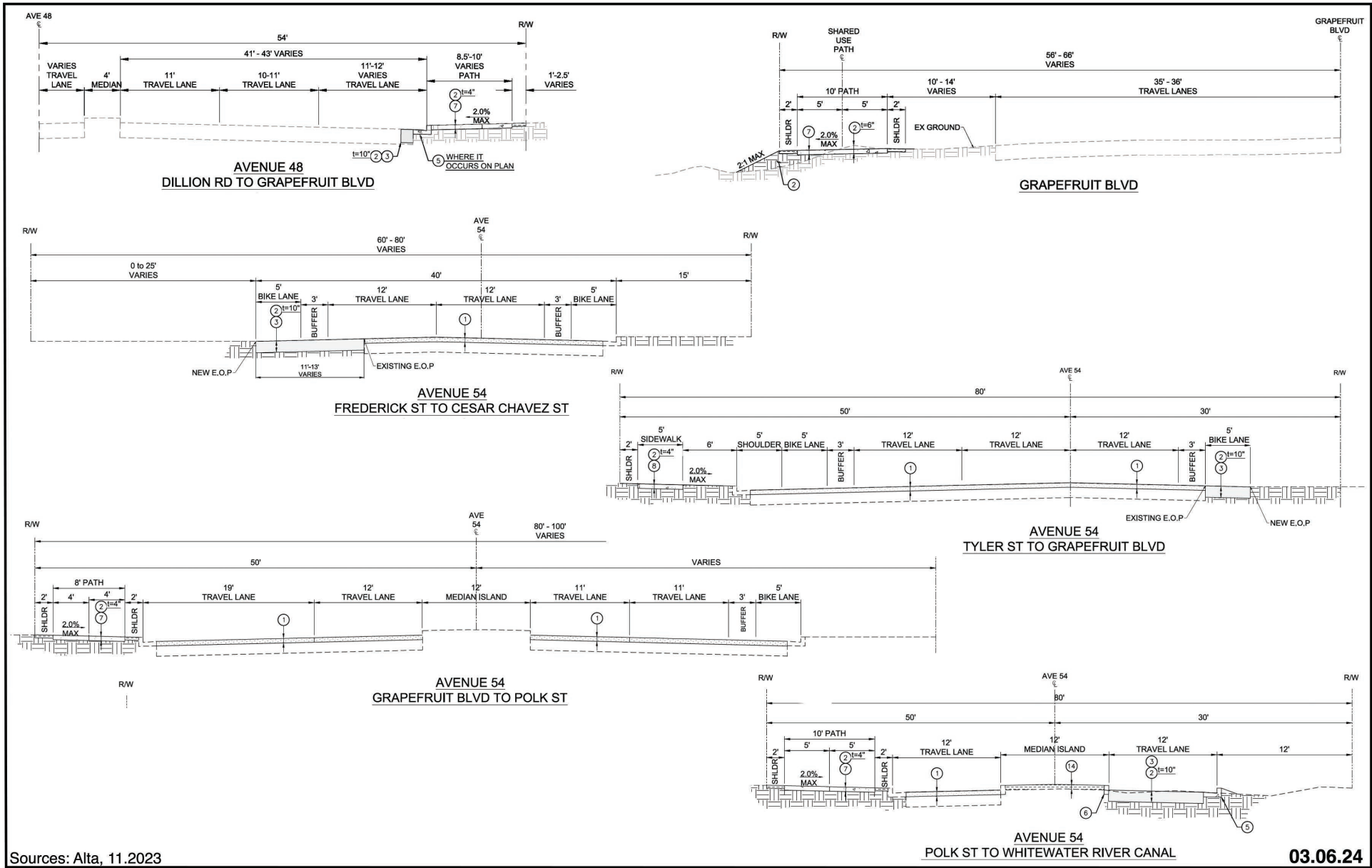


**Connect Coachella Project
Site Plans
East-West Route - Avenue 54 - Class II Bike Lane
Coachella, California**



Exhibit

5b



Sources: Alta, 11.2023

03.06.24



Connect Coachella Project
Typical Street Sections
Coachella, California



Exhibit
6

I. AESTHETICS Except as provided in Public Resources Code Section 21099, would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?				X
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?			X	
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?				X
d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?				X

Setting

The City of Coachella is a desert city located in central Riverside County at the eastern edge of the Coachella Valley. The city sits sixty-eight feet below sea level in a geographic region known as the Salton Basin. Nearby landforms include the San Jacinto and Santa Rosa Mountains to the east, the San Gorgonio Pass to the northeast, the Little San Bernardino Mountains and Joshua Tree National Park to the west, and the Salton Sea to the south. Major transportation corridors such as the 10 freeway, State Highway 86S and Highway 111 connect Coachella to nearby cities and communities in the desert region of Riverside County, the Union Pacific Railroad runs north-south adjacent to the North-South Project route along Grapefruit Boulevard. The city is a nexus of residential neighborhoods, commercial and retail services, industrial sectors, productive agricultural lands surrounded by vistas of California's low desert transition to high mountain peaks.

The route would occur in the rights-of-way along three primary roadways in Coachella. These roadways pass by a mix of residential communities, retail centers, urban industrial districts, agricultural land, vacant land, and tribal land, open space. The proposed bike lane Project includes improvements to existing roadways and pedestrian crossings such as restriping, a new roundabout, new slip lanes with medians, new crosswalks, new ADA curb ramps, and a new

pedestrian crossing over the railroad tracks at the intersection of Grapefruit Blvd and Avenue 54. These improvements will enhance and facilitate traffic flow and provide a safer travel experience for non-motorized vehicles and pedestrians.

Discussion of Impacts

a-d) Less Than Significant Impact.

Scenic Vistas

The proposed bike lane and accompanying circulation improvements would not interfere with surrounding viewshed as they are primarily low-lying, flat improvements to the existing roadway system. They would offer additional opportunities for residents to experience the surrounding landscape by encouraging non-motorized transportation.

Scenic Highway Resources

Avenue 48, Grapefruit Blvd., and Avenue 54 are not designated as Scenic Highways or Routes, however, there are prominent forms of vegetation along Grapefruit Blvd. and Avenue 54 east of Grapefruit that may be considered to be aesthetic resources. Along Grapefruit Blvd., the Project will keep in place to the greatest extent possible the existing vegetation. From Dillon Road south to Avenue 49, the bike lane will be constructed along the east side of an existing row of oleanders. From Avenue 49 south to Cesar Chavez Street where the vegetation will be removed, drought-tolerant landscaping will be installed, and a vegetated swale will be added to the east side of the intersection. Along the East-West portion of the route, most of the bike lane on Avenue 54 from Van Buren Street to Grapefruit Blvd will occur on the shoulder of the existing roadbed and no aesthetic resources will be impacted. East of Grapefruit Blvd the bike lane on the south side of Avenue 54 continues along the existing road until Polk Street where the south side bike lane ends. On the north side of Avenue 54, the bike lane will be the continuation of the North-South route and turn east where it remains in the right of way and not on the existing roadbed. Between Grapefruit Blvd and the eastern end of the East-West route, there will be impacts to existing vegetation in the right of way, but none of this vegetation includes significant trees. From Grapefruit Blvd to Polk Street, a number of planted oleander bushes and five young Mexican fan palms will be removed to construct the bike lane. East of Polk Street to the end of the route, about 25 planted Mexican fans palms currently in the right of way and in the path of the proposed bike lane will need to be removed. Others that are nearby, but not in bike lane path would remain, so this will not result in a complete removal of mature Mexican fan palms at the far east end of the Project route.

While there will be impacts to a certain number of existing trees and bushes, there will not be a complete removal of existing vegetation, and the existing trees are not significant to the visual resources of the City. Along the North-South route where possible, new landscaping will be added where the oleanders will be removed. Since the route is not officially designated as a Scenic Highway, the removal of the trees and bushes within the right of way will not impact any official scenic status. The route does not currently contain any decorative rock outcroppings or historic buildings. Overall, the impacts to aesthetic resources will be less than significant.

Regulations Governing Scenic Quality

The Project would be constructed in an urban area and the proposed improvements to existing roadway infrastructure align with the City's General Plan Mobility Element Goals and Policies. Specifically, Mobility Policy 1.1 requires "that the planning, design and construction of all new transportation project consider the needs of all modes of travel to create safe, livable and inviting environments for pedestrians, bicyclists, motorists and public transit users of all ages and abilities."¹ The proposed Project directly implements this Policy by allow safe travel for pedestrians and bikes, rather than motor vehicles.

Where existing vegetation will be removed to construct the bike lane, the Project proposes to revegetate with drought-tolerant landscaping. to existing roadway intersections with landscaping in the by installing landscaped medians The Project would not conflict with zoning or other regulations regarding scenic quality.

Light and Glare

The Project does not propose to install lights along the route. There would be no impact.

Mitigation Measures: None required.

Monitoring: None required.

Sources:

Mobility Element Goals and Policies, City of Coachella General Plan 2035, updated April 2015.

¹ Mobility Goals and Policies, City of Coachella General Plan 2035, updated April 2015.

II. AGRICULTURE 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:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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?				X
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X
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))?				X
d) Result in the loss of forest land or conversion of forest land to non-forest use?				X
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?				X

Setting

Agriculture lies at the heart of Coachella's historic identity and will remain as one of the major economic drivers of its economy far into the future. Today, most of the land designated as Rural

and Agricultural Rancho is found in the city's eastern sphere of influence and not in the Project area. The Project's North-South route between Avenue 48 and 52 passes by two parcels east of the Pacific Union Railroad that are used for crop production. These parcels are designated as Industrial District and Urban Employment Center and do not lie within the Project's route.

The Project's East-West route between Harrison Street and Grapefruit Boulevard passes by multiple parcels on the north and south sides of Avenue 54 that are currently used for agriculture. The California Department of Conservation Farmland Mapping and Monitoring Program (FMMP) identifies four of these parcels as being "Prime Farmland." All the current agricultural land along the East-West route is designated by Coachella as Urban Employment Center and Industrial District. No forestry designations exist in the city.

Discussion of Impacts

a-e) No Impact.

Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland)

As stated above, the East-West Project route on Avenue 54 passes by four parcels that are considered to be "Prime Farmland." Between Harrison Street and Grapefruit Blvd., one parcel occurs north of the route and three parcels occur south of the route. There are no Unique Farmlands or any Farmlands of Statewide Importance. The Project route is generally restricted to the shoulders within the existing roadbed and would not interfere with adjacent farmlands. The proposed restriping would not interfere with the adjacent farmlands. The Project would not impact the adjacent Prime Farmlands.

Existing Zoning for Agricultural Use and Williamson Act Contracts

There are no parcels along within the Project area that are under a Williamson Act contract, therefore there would be no impacts to any Williamson Act contracts. Existing agricultural land is designated as either Urban Employment Center or Industrial District. Because there is currently no agricultural zoning along the Project route, the Project would have no impact on existing zoning for agricultural use.

Forest Land and Timberland Production Zones

There are no forestry lands or timberland production zones within or near the Project route, therefore the Project would not convert, result in a loss, or impact any forest lands or timberland production zones. Again, as the Project route lies within the right of way and within existing roads, the Project would not require a conversion of agricultural land or forest land to non-agricultural use or non-forest use. There would be no impacts to agricultural resources.

Mitigation Measures: None required.

Monitoring: None required.

Sources:

City of Coachella General Plan 2035, updated April 2015.

California Department of Conservation, Farmland Mapping & Monitoring Program, 2022.

III. 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:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?				X
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			X	
c) Expose sensitive receptors to substantial pollutant concentrations?			X	
d) Result in other emissions (such as those leading to odors adversely affecting a substantial number of people?			X	

Setting

The state of California is divided into fifteen air basins, each defined by local topography, climate, and regional air quality issues. The City of Coachella and the Project are in the Coachella Valley Planning Area, which is an air quality management district (AQMD) subregion within the topographic boundary of the Salton Sea Air Basin (SSAB). The SSAB encompasses all Imperial County and the central portion of Riverside County where the Coachella Valley lies. The South Coast Air Quality Management District (SCAQMD), whose jurisdictional boundary is different from the SSAB, is the regulatory agency that controls and monitors emissions from stationary sources within most of Riverside County, portions of San Bernardino County and Los Angeles County, and all of Orange County. The SCAQMD monitors emissions via 37 permanent monitoring stations, conducts inspections, and drafts air quality management plans to guide governments and businesses in reducing emissions. The Coachella Valley Planning Area, which includes the City of Coachella, is subject to the 2022 SCAQMD Air Quality Management Plan. Three local monitoring stations in Palm Springs, Indio, and Mecca provide daily and annual emissions data throughout the Coachella Valley.

Ambient air quality standards (AAQS) establish emissions thresholds that are designed to protect human health and environmental factors. An ambient air quality standard specifies the maximum amount of a pollutant that can be present in the air during a specific period and not cause harmful effects on the most sensitive members of the community and natural resources.

If that pollutant's concentration in the air is at or below the threshold, then the area is said to be in attainment, while non-attainment areas experience pollution levels above the AAQS thresholds.

According to the Environmental Protection Agency, the Coachella Valley Planning Area is classified as a nonattainment zone for ozone (O₃) and particulate matter (PM₁₀). Ozone pollution in the Coachella Valley Planning Area can be traced primarily to the flow of photochemical smog contaminants from the South Coast Air Basin to the west. High levels of PM₁₀ pollution result from the arid environment, the ubiquitous presence of sand and dust combined with agricultural activity which is concentrated in the southeastern end of the Coachella Valley where the City of Coachella resides. Due to the nonattainment status, The Coachella Valley Planning Area is subject to the 2003 Coachella Valley PM₁₀ State Implementation Plan (CV PM₁₀ SIP) in order to bring the Planning Area into compliance with the NAAQS PM₁₀ threshold.

Ambient air quality standards for the SCAQMD are subject to federal guidelines known as National Ambient Air Quality Standards (NAAQS), as well as state guidelines referred to as California Ambient Air Quality Standards (CAAQS). Each set of AAQS focuses on certain criteria pollutants which together include the following list of pollutants.

Oxides of Nitrogen and Nitrogen Dioxide (NO₂) is a yellow-brown colored gas that forms when nitric oxide, emitted primarily from burning of petroleum gas, combines with atmospheric oxygen. NO₂. This causes lung damage and breathing difficulties.

Reactive Organic Gases (ROG)/Volatile Organic Compounds (VOCs) are primary pollutants that form secondary pollutants, or photochemical smog, when they react with ultraviolet sunlight in the atmosphere.

Particulate Matter (PM₁₀ and PM_{2.5}) refers to suspended air particles with a width of 10 microns down to 2.5 microns. These very small particles may occur as liquid or solid, and when they are inhaled, they cause damage to the respiratory system and aggravate respiratory illnesses.

Sulfur Dioxide (SO₂) is a colorless and pungent gas emitted from coal and oil power plants, refineries, and diesel engines. It can irritate eyes, nose, and airways and cause shortness of breath.

Carbon Monoxide (CO) is a colorless and odorless gas emitted from the incomplete combustion of all fossil fuels including oil, coal, and natural gas. It interrupts the delivery of oxygen to the brain and can cause dizziness, headaches, and nausea.

Lead (Pb) is emitted from metals processing facilities, combustion of leaded fuel, manufacturing of lead-acid batteries. Lead can damage the nervous system, kidneys, and interfere with developmental and reproductive systems.

Ozone (O₃) is a secondary pollutant that forms in the atmosphere when nitrogen oxides and other reactive gases react with ultraviolet sunlight. Ozone can damage the respiratory system and aggravate existing respiratory illnesses and it also damages vegetation.

Table 1 below presents the maximum daily emissions thresholds for a project's construction and operational per the SCAQMD CEQA Handbook.

Table 1
South Coast AQMD Air Quality Significance Thresholds

Criteria Pollutant	Construction	Operation
Oxides of Nitrogen (NO _x)	100 lbs/day	55 lbs/day
Reactive/Volatile Organic Compounds (ROG/VOC)	75 lbs/day	55 lbs/day
Particulate Matter (PM ₁₀)	150 lbs/day	150 lbs/day
Fine Particulate Matter (PM _{2.5})	55 lbs/day	55 lbs/day
Oxides of Sulfur (SO _x)	150 lbs/day	150 lbs/day
Carbon Monoxide (CO)	550 lbs/day	550 lbs/day
Lead (Pb)	3 lbs/day	3 lbs/day

Source: South Coast AQMD CEQA Handbook (1993), updated March 2023

The Project will result in air quality impacts during the 14-month construction phase, and very minimal air quality impacts from off-gassing during the operational phase. The California Emissions Estimator Model (CalEEMod) Version 2022.1 was used to forecast criteria pollutant emissions impacts that would be generated by the Project. (See Appendix A) Calculations were based on total materials removed of 965,493 square feet, total cement concrete paved area of 253,961 square feet, total asphalt concrete paved area of 1,045,256 square feet, and a total landscaped area of 60,620 square feet.

Discussion of Impacts

- a) No Impact.** The California Environmental Quality Act finds that a Project's impact on air quality would be significant if a project is not consistent with the applicable Air Quality Management Plan (AQMP) or if a project obstructs the implementation of the AQMP policies. The Connect Coachella Project is located in the Coachella Valley Planning Area, which lies within the Salton Sea Air Basin and is under the jurisdiction of the South Coast AQMD and the SCAQMD 2022 AQMP, which as well as the 2003 Coachella Valley PM₁₀ SIP. The 2022 AQMP defines regional air quality standards and develops strategies to conform to the standards based on regional employment and population growth forecasts and land use plans. Demographic data is supplied by the Southern California Association of Governments' (SCAG) 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (2020 RTP/SCS). The 2020 RTP/SCS was adopted by SCAG in compliance with the Sustainable Community and Climate Protection Act (SB 375). As of January 2023, the City of Coachella has a population of 42,462,² and the 2020 RTP/SCS estimates that the City's population will grow to 129,300 and support 23,500 jobs by 2045. According to CEQA, a project that is consistent with employment and population forecasts projected by the 2020 RTP/SCS conform to the air quality standards and strategies outlined by the 2022 AQMP and therefore would not pose significant impact on the applicable AQMP.

² Table E-5, City and County Population and Housing Estimates, California Department of Finance, May 2023.

Furthermore, if a project is consistent with the land use plan that was used in the analysis of the growth forecast, the project is then assumed to conform with the growth forecast and with the applicable AQMP. This Project proposes two multi-use, non-motorized vehicle routes to be constructed along two arterial roadways along with additional improvements that will enhance pedestrian traffic and motorized traffic. The North-South route would be constructed within the right of way along the eastern edge Grapefruit Blvd between Avenue 48 and Avenue 54. The East-West route would be constructed on the existing street within the north and south shoulders of Avenue 54 between Van Buren Street and Grapefruit Blvd. East of Grapefruit Blvd, the East-West route would shift to the right of way up on the curb and continue to the Coachella Valley Stormwater Channel. The path along the south shoulder of Avenue 54 would stop at Polk Street. The proposed multi-use non-motorized vehicle pathways would be fully consistent with the City's General Plan 2035, Mobility Goals and Policies. Grapefruit Blvd is designated as a Major Arterial with Bicycle Facility while Avenue 54 is designated as a Primary Arterial with Bicycle Facility. Mobility Goals 1 through 7 and the associated policies outline plans to expand and improve multi-modal transportation opportunities throughout the City.³ Because the Project conforms to the City's General Plan Land Use which was incorporated into the SCAQMD 2022 AQMP growth projections, the Project is therefore consistent with the applicable air quality plan and will not impact the air quality plan.

In summary, the Project is consistent with demographic forecasts prepared by the 2020-2045 RTP/SCS as well as with the land use plan that was used in the analysis of the growth forecast. Air quality control measures, such as dust suppression, as required by SCAQMD will be applied during construction. Therefore, compliance with the local, regional, and state guidelines and standards ensure that the Project would not conflict with or obstruct the implementation of the applicable air quality plan. There will be no impact on the implementation of the applicable air quality plan.

- b) Less Than Significant Impact.** Per CEQA, if a Project results 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, then the Project is said to have a significant impact. The Coachella Valley Planning Area is in non-attainment for ozone (O₃) and particulate matter (PM₁₀). Should the Project's construction and/or operational emissions exceed the SCAQMD thresholds for O₃, PM₁₀, and ozone precursor pollutants including carbon monoxide (CO), nitrogen oxides (NO_x), sulfur oxides (SO_x), and volatile/reactive organic compounds (VOCs and ROGs), then the Project would pose a cumulatively considerable and significant impact.

Construction Impacts

The California Emissions Estimator Model (CalEEMod) Version 2022.1 was used to generate the Project's construction emissions, which are summarized below in Table 2 and compared against SCAQMD thresholds. Emissions will result from the construction phase, however, the construction phase is temporary, lasting fourteen months, after which the emissions would decrease to a minimal amount of off-gassing as shown in Table 3. Construction emissions would fall well below the SCAQMD thresholds. PM₁₀ and PM_{2.5} emissions are derived from the CalEEMod "mitigated" emissions data, which means that

³ Mobility, City of Coachella General Plan 2035, adopted April 22, 2015.

these emissions numbers include the standard SCAQMD fugitive dust control requirements which all projects are required to implement per the SCAQMD Rule 403. The particulate matter emissions in this analysis assume that exposed surfaces would be watered two times per day to prevent dust plumes from forming, which is a standard air quality requirement that all projects must implement and not an additional CEQA mitigation measure. The Project would apply all necessary standards and requirements during the construction phase per the SCAQMD Rule Book and would not result in a considerable net increase of non-attainment criteria pollutants, therefore, the construction phase would have a less than significant impact on air quality.

**Table 2
Maximum Daily Construction-Related Emissions Summary
(pounds per day)**

	CO	NOx	SOx	ROG	PM₁₀	PM_{2.5}
Construction Emissions	17.835	15.125	0.0288	1.77	3.952*	2.108*
SCAQMD Thresholds	550	100	150	75	150	55
Exceeds?	No	No	No	No	No	No
Source: CalEEMod Version 2022.1						
*Assumes standard dust control mitigation measure per SCAQMD Rule 403.						

Operational Impacts

As the Project involves only road improvements and new bike lanes, which would not result in additional vehicle miles traveled, moving or stationary emission there would be only minimal emissions from off-gassing of reactive organic compounds (ROG) during the operational phase. Table 3 below summarizes the analysis of criteria pollutants for the operational phase. The Project would not result in a cumulatively considerable net increase of non-attainment criteria pollutant and therefore will have a less than significant impact on air quality.

**Table 3
Maximum Daily Construction-Related Emissions Summary
(pounds per day)**

	CO	NOx	SOx	ROG	PM₁₀	PM_{2.5}
Operational Emissions	0.00	0.00	0.00	0.04	0.00	0.00
SCAQMD Thresholds	550	100	150	75	150	55
Exceeds?	No	No	No	No	No	No
Source: CalEEMod Version 2022.1						

Cumulative Impacts

If a project indirectly ushers in additional criteria pollution emissions by encouraging an increase in the number of vehicles traveling along a new roadway, for example, and thus causing a cumulative net increase in emissions, then the project may cause a significant impact. The Connect Coachella Project would provide additional safe and accessible non-motorized shared use lanes which would encourage a net decrease in motorized vehicle trips throughout the City. Hence, the Project may potentially reduce existing air quality impacts stemming from motorized vehicular traffic in the City and would not result in cumulative impact.

The CalEEMod Detailed Report dated February 28, 2028, is available in Appendix A of this Initial Study.

- c) Less Than Significant Impact.** A Project will have a significant impact if it exposes sensitive receptors to substantial pollutant concentrations. Sensitive receptors are defined as members of the population who are potentially more sensitive to air pollutants due to age and health condition. Sensitive receptors include schools, playgrounds, childcare centers, retirement homes, hospitals and residences. During the construction phase, odors may potentially be emitted during road resurfacing and other road improvements as well as during the construction of the bike path along the North-South route. The construction phase involves a limited time span of 14 months, and potential emissions would immediately disperse from the Project area.

The nearest sensitive receptors are two single-family residential developments located on the north side of Avenue 54 between Van Buren Street and Shady Lane with the closest distance being 15 meters.

SCAQMD provides a Localized Significance Thresholds (LST) analysis to determine whether a project will pose significant air quality impacts on nearby sensitive receptors. This type of analysis by a local government is voluntary and targets projects that are less than five acres in size. The combined length of the two Project routes is seven miles, however, the estimated radius of the daily disturbance during construction is one acre or less at any given construction location. The SCAQMD Mass Rate LST Look-up Table for source Receptor Area 30 (Coachella Valley) was used for analysis for one-acre area of disturbance within 25 meters from the Project boundary.

Table 3 provides a summary of emissions estimates derived from CalEEMod compared against SCAQMD LST data. The PM₁₀ and PM_{2.5} construction emissions include the SCAQMD standard mitigation measure for fugitive dust control as defined in Rule 403 Table 2. Rule 403 stipulates that all projects will “apply water in sufficient quantities to prevent the generation of visible dust plumes.”⁴ CalEEMod assumes that exposed surfaces will be watered two times per day. With this required dust control mitigation, the Project will not exceed Localized Significance Thresholds and therefore will have a less than significant impact on sensitive receptors.

⁴ SCAQMD Rule 403 Dust Control Information, Table 1 Best Available Control Measures, amended June 2005.

Table 4 Maximum Daily Construction-Related LST Summary (pounds per day)				
	CO	NOx	PM ₁₀	PM _{2.5}
Construction	17.835	15.125	3.952*	2.108*
SCAQMD LST	878	132	4	3
Exceeds?	No	No	No	No
Sources: CalEEMod Version 2022.1; Localized Significance Threshold Mass Rate Look-up Table, SCAQMD, http://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/appendix-c-mass-rate-lst-look-up-tables.pdf?sfvrsn=2 (Accessed February 2024). *Assumes standard dust control mitigation measures per SCAQMD Rule 403.				

d) Less Than Significant Impact. When a project results in emissions that lead to odors adversely affecting a substantial number of people, the project would have a significant impact on local air quality. Connect Coachella Project proposes seven miles of linear non-motorized vehicle lanes with additional multiple road improvements. 3.8 miles will consist of a new cement concrete shared use bike path in the unpaved right of way alongside the eastern shoulder of Grapefruit Blvd from Avenue 48 south to Avenue 54. 3.2 miles will consist of resurfacing and restriping Avenue 54 from Van Buren Street. A new traffic circle will be installed where Tyler Street meets Grapefruit Blvd. New ADA curb ramps will be added to multiple street corner intersections. Avenue 54 will be resurfaced from Van Buren Street to Grapefruit Blvd. Odors may be emitted during construction as new asphalt concrete is applied to the Avenue 54 road surface. The duration of this construction would be temporary, and any odors emitted would quickly dissipate and not linger. Once construction is complete, no odors are expected to be emitted from the Project route. The impact of odors adversely affecting nearby receptors would be less than significant.

Mitigation Measures: None required.

Monitoring: None required.

Sources:

City of Coachella General Plan 2035, April 2015.
 South Coast Air Quality Management District, Significance Thresholds, SCAQMD CEQA Handbook (1993), updated March 2023.
 South Coast Air Quality Management District Rule Book
 California Emissions Estimator Model (CalEEMod) Version 2022.1.

IV. BIOLOGICAL RESOURCES Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?		X		
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?				X
c) Have a substantial adverse effect on federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				X
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?		X		
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				X
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?				X

Setting

The Coachella Valley lies within the Colorado Desert, a warmer and drier ecological subregion of the larger Sonoran Desert ecoregion. The Colorado Desert subregion boundaries include the

Colorado River to the east, the Mojave Desert ecoregion to the north, and the Little San Bernardino, San Jacinto, and Santa Rosa Mountain ranges to the west. The majority of the Colorado Desert sits between -275 feet and 3,000 feet in elevation, while the highest elevations are found at the top of Mt. San Jacinto (10,835 feet) and Mt. San Gorgonio (11,499 feet). The City of Coachella is situated in the lower elevation range of the Valley at approximately -68 feet. Average daytime temperatures in the Project area range from 107 degrees Fahrenheit in the summer down to 71 degrees in January and average annual rainfall is less than one inch.

Coachella Valley Multiple Species Habitat Conservation Plan and Covered Species

The City of Coachella is located within the boundaries of the Coachella Valley Multiple Species Habitat Conservation Plan (CVMSHCP), a regional plan that allows for economic development in a manner that also preserves twenty-seven different natural communities and protects twenty-seven endangered native species across 1.2 million acres of Riverside County.

The CVMSHCP establishes specific conservation areas where habitat, ecological processes, and/or wildlife corridors are protected from development activity. The city and the Project routes are located within a fee area, and not located within any of the CVMSHCP conservation areas. East Indio Hills Conservation Area is the nearest conservation area located 2.30 miles from the northern edge of the Project.

Project Route Conditions

The Project's North-South route will be constructed in an unpaved right of way between Grapefruit Blvd. and the Union Pacific Railroad. The route area has been heavily altered to accommodate agricultural and industrial uses. Much of the soil has been previously disturbed and/or compacted. Between Avenue 48 and Park Lane, a row of oleander bushes lines the east edge of Grapefruit Blvd., which will be removed to construct the bike path. From Park Lane south to Avenue 50, the Project route contains disturbed barren soil and passes two large industrial buildings immediately to the east. Starting at Avenue 50, the existing bike lane begins and extends to 9th Street. South of 9th Street down to Avenue 54, the Project route returns to disturbed soil that is mostly barren except for a few individual salt bushes (*Atriplex lentiformis*) and alkali heliotrope bushes (*Heliotropium curassavicum* var. *oculatum*) that will be removed. Notably, just south of where Hill Street meets Grapefruit Blvd., there is a cluster of three mature and skirted California fan palms (*Washingtonia filifera*) in the right of way immediately east of the proposed bike path. The Project does not propose to remove these palms; however, the Project construction will occur adjacent to the palms. Additionally, five young California fan palms occur in the right of way where the bike path is proposed on the north side of Avenue 54 east of Grapefruit Blvd. Further east on Avenue 54 extending to the end of the Project's East-West route a row of 22± Mexican fan palms occurs. These palms on Avenue 54 are proposed to be removed to construct the new bike path. Fan palms are known to provide habitat for Western yellow bats and nesting birds. The Avenue 48 extension and the East-West route along the north and south sides of Avenue 54 will be constructed on the existing pavement.

Project Site Topography and Soils

Beginning at Avenue 48, the Project area sits at an elevation of -42 feet and then gradually descends to -106 feet at the Coachella Sanitary District office on Avenue 54 adjacent to the Coachella Valley Stormwater Channel.

The following discussion of impacts are based on the "Biological Resources Assessment and Coachella Valley Multiple Species Habitat Conservation Plan Compliance Report" prepared by WSP USA Environmental & Infrastructure, Inc. and is available in Appendix B. The Biological

Resources Assessment includes database searches, on-site investigation, review of previous surveys, and information from local, regional and state sources.

Discussion of Impacts

- a) **Less Than Significant with Mitigation.** If a project results in a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service, then the project's impact is significant. As previously described, the Connect Coachella Project will be constructed both directly on the existing asphalt road surface of Avenue 48 and Avenue 54 as well as within the in the highly disturbed unpaved right of way along the east side of Grapefruit Blvd. Although much of the Project route has been greatly altered from its natural state, and much of the unpaved portion of Grapefruit Blvd. has been disturbed, the Project route still contains vegetation that could potentially attract several special status species.

Project Route Vegetation

The literature review revealed that 19 special status plant species could potentially occur on the Project site, and these species are described in the Biological Resources Assessment. The on-site investigation identified 23 plant species along the route, none of which are included in the group of 19 special status species. The natural vegetation communities on the Project site have either been completely replaced by asphalt and concrete pavement, cleared and replaced with fill dirt, or significantly altered by non-native landscaping. No native plant communities occur on the route or in the area adjacent to the route in the rights-of-way.

Eleven of the 23 species identified on the Project site are non-native and include species such as athel (*Tamarix aphylla*), oleander (*Nerium oleander*), Bermuda grass (*Cynodon dactylon*), and common purslane (*Portulaca oleracea*). A typical mix of native but non-sensitive species was identified including jimsonweed (*Datura wrightii*), big saltbush (*Atriplex lentiformis*), alkali heliotrope (*Heliotropium curassavicum* var. *oculatum*).

Project Route Wildlife

The biological field survey took place during the month of August 2023, a time of intense summer heat and outside of nesting season, thus, the number of vertebrate species identified was limited to two bird species: Eurasian collared dove (*Streptopelia decaocto*) and turkey vulture (*Cathartes aura*). Both are abundant throughout the Coachella Valley and only the turkey vulture is native to North America.

Per the literature review, 29 special status wildlife species occur in the region, but 25 have no potential to occur on the Project site due to the lack of viable habitat and resources to sustain them. Three special status wildlife species have a low probability of foraging over the Project site: Prairie falcon (*Falco mexicanus*), Vermilion flycatcher (*Pyrocephalus rubinus*), Loggerhead shrike (*Lanius ludovicianus*). These three species are not covered by the CVMSHCP, and they are not listed as threatened or endangered by either the state or federal agencies. However, the California Department of Fish and Wildlife has designated the Vermilion flycatcher and the Loggerhead shrike as Species of Special Concern, and the Prairie falcon as a "Watchlist" species.

Western yellow bat (*Lasiurus xanthinus*) is the fourth special status species that could potentially occur on the Project route. The Western yellow bat (*Lasiurus xanthinus*) is a state CDFW Species of Special Concern and is covered by the CVMSHCP. Western yellow bats prefer to roost and nest in the skirts of California and Mexican fan palms, both of which occur along the Project route in various locations. As noted above, a cluster of three California fan palms possessing their palm skirts, a condition favorable to roosting and nesting bats and birds, sits immediately adjacent to the Project path on Grapefruit Blvd. just south of the Hill Street intersection. The presence of the 22± mature Mexican fan palms at the eastern end of Avenue 54 could also potentially attract Western yellow bat. The presence of human activity and development reduce the probability of occurrence along the Project route.

The burrowing owl is not categorized as threatened or endangered by the USFWS or CDFW. However, it is designated as a Bird of Conservation Concern (BCC) by the USFWS and a Species of Special Concern (SSC) by the CDFW, and it is protected under the MBTA as well as the California Fish and Game Code. Burrowing owls could potentially occur on the Project route due to their attraction to open dry areas, agricultural areas, railroad rights-of-way, margins of highways, culverts, and earthen berms. No burrowing owls, or signs of burrowing owls were observed during the field survey. The survey also looked for and found no signs of burrowing owls where accessible within a five-hundred-foot buffer area along the route. It is possible, however, that burrowing owl could relocate on or adjacent to the Project route prior to construction. As the species roosts and nests underground, burrowing owls are particularly sensitive to ground disturbance, therefore the Project presents a potentially significant impact to the species, which would require mitigation, as described below in BIO-1.

Per the US Fish and Wildlife Service Information for Planning and Consultation (USFWS IPAC) report for the Project, five sensitive wildlife species and one sensitive plant species are identified as being potentially affected by the Project: Monarch butterfly, Desert tortoise, Coachella Valley fringe-toed lizard, Least Bell's vireo, Southwestern willow flycatcher, and Coachella Valley milk-vetch. For the Monarch butterfly, no milkweeds plants are present on the Project, a necessary food plant for Monarch caterpillars. For the other four wildlife and one plant species, the habitat to support them is not sufficient. The Biological Resources Assessment asserts that these six species are not expected to occur along the Project route due to the lack of supporting habitat present. The site survey found no threatened or endangered species nor signs thereof on the Project site.

All native bird species are protected by the federal Migratory Bird Treaty Act and the California State Fish and Game Code even if they are not covered by the CVMSHCP. Because the Project site contains palms and other mature trees along Avenue 54 The Migratory Bird Treaty Act (MBTA) of 1918 requires cooperation between the United States, Canada, Mexico, Japan and Russia in protecting bird species that migrate through the shared territories. The MBTA prohibits the taking of migratory birds which includes killing, capturing, selling, trading, and transport. "Under the MBTA, it is illegal to destroy a nest that has eggs or chicks in it, or if there are young birds still dependent on the nest for

survival.⁵ Similarly, California Fish and Game Code section 3503 stipulates that, “It is unlawful to take, possess, or needlessly destroy the nest or eggs of any bird, except as otherwise provided by this code or any regulation made pursuant thereto.” Section 3503.5 states, “It is unlawful to take, possess, or destroy any birds in the orders Falconiformes or Strigiformes (birds of prey) or to take, possess, or destroy the nest or eggs of any such bird except as otherwise provided by this code or any regulation adopted pursuant thereto.”⁶ The presence of mature California and Mexican fan palms as well as rows of oleander and the presence of native salt bush and alkali heliotrope along Grapefruit Blvd and Avenue 54 could potentially attract native sensitive nesting birds. As such, a Nesting Bird Survey, is prescribed as a mitigation measure to reduce impacts of the removal of these bushes and trees to less than significant levels. The Nesting Bird Survey is described below as Bio-2.

In summary, at the time of the on-site investigation, the Project site did not contain any federal or state endangered or threatened species, nor were any species covered by the CVMSHCP identified. However, this does not completely preclude three sensitive avian species from foraging on or over the Project site, nor one sensitive mammal species from potentially roosting in any of the palms occurring on the site. Also burrowing owls, another special status species, are not precluded from potentially moving onto any part of the Project route site prior to construction. Furthermore, since the field survey took place at the end of the 2023 nesting season, the biologist was unable to detect nesting birds that may have occurred along the Project route. To avoid potential impacts to both burrowing owls and nesting birds, a pre-construction Burrowing Owl Survey (BIO-1) and a pre-construction Nesting Bird Survey (BIO-2) are both required prior to any vegetation removal and grading activities on the Project site. The implementation of the prescribed mitigation measures would reduce the Project's impacts to less than significant levels, given the low probability that sensitive and/or special status species would occur along the Project route.

b-c) No Impact. The Project does not come into contact with riparian habitat, or any other sensitive habitat as identified by regional policies and plans. There are no wetlands along the Project route, therefore no direct removal, filling, or hydrological interruption of any kind will occur.

d) Less Than Significant Impact. The Project route, although greatly altered from a natural state, does host a number of native salt bushes, alkali heliotrope bushes, and non-native oleander bushes where species of songbirds could potentially nest. Avoidance of impacts to native birds during nesting season, February 1 through August 31, is a requirement for development projects. The Project route is subject to the Migratory Bird Treaty Act (MBTA) and the California Fish and Game Code sections 3503 and 3503.5. Section 3503 stipulates that, “It is unlawful to take, possess, or needlessly destroy the nest or eggs of any bird, except as otherwise provided by this code or any regulation made pursuant thereto.”⁷ As a result, construction of the Project could significantly impact birds

⁵ Bird Nests, US Fish and Wildlife Service, accessed February 22, 2024, <https://www.fws.gov/story/bird-nests#:~:text=This%20law%20says%3A%20%22No%20person,has%20eggs%20or%20chicks%20in>

⁶ California Code, Fish and Game Code 3503 and 3503.5, last updated January 1, 2023.

⁷ California Code, Fish and Game Code 3053, last updated January 1, 2023.

covered by State and federal law. Mitigation measure BIO-2 below requires that.... The implementation of the mitigation measure will ensure that the impacts to potential migrating and nesting species of birds will be less than significant.

e-f) No Impact. The Project route is located within the boundary of the City of Coachella in areas that have been designated for various uses and have been either developed or disturbed since the mid 1980s. Sixteen of the forty-eight special status species are protected by the CVMSHCP. Only one of these sixteen, Western yellow bat, could occur on the Project route, although it is considered unlikely to occur here. The Project does not conflict any local ordinances or policies protecting biological resources. The Project does not conflict with the provisions of the CVMSHCP. Even so, mitigation fees paid to CVMSHCP would fully mitigate any impacts related to the project.

Mitigation Measures:

BIO-1 Should they be identified on the project site burrowing owls must be either avoided or relocated prior to any ground disturbance or plant removal. To ensure that no burrowing owls have moved to the Project route since the biological survey was conducted in August 2023, two take avoidance surveys of the Project route must be conducted: the first survey should take place 14-30 days prior to initiating ground disturbance activities, in conformance with CDFW's protocol for burrowing owl. Because burrowing owls are known to return to sites, a follow up survey is required within 24 hours of initiating ground disturbance. Should burrowing owls be detected, CDFW shall be contacted as soon as possible to determine the next course of action. CDFW must grant permission to relocate burrowing owls.

BIO-2 Bird nesting season occurs between February 1 and September 15, and between March 15 and August 31 for migrating bird species. To avoid impacts to resident and migratory nesting birds, all vegetation clearing, ground disturbance, and construction activity should be scheduled between September 16 and January 31 if possible. If construction occurs during the nesting season, a certified avian biologist must conduct a pre-construction nesting bird survey (NBS) immediately prior to scheduled construction activity. If active nests be identified, the biologist will demarcate a no-work buffer zone(s) around the active nest(s) and check the nest site(s) weekly until the young birds fledge and the nest(s) become inactive. The buffer zone size would be based on the nesting species, its sensitivity to disturbance, nesting stage and the expected intensity and duration of disturbance. No ground or vegetation disturbance shall occur within the nest site buffer zone(s) until the qualified biologist determines that the young have successfully fledged, and the nest is inactive. Per CDFW recommendations, a buffer of 500 feet shall be set for listed species and birds of prey, and a buffer of 100 to 300 feet shall be set for unlisted songbirds.

Monitoring:

BIO-1 The City shall complete a preconstruction nesting bird survey for MBTA, CDFW covered birds and burrowing owl prior to any ground disturbing activities and keep results on file at City Hall.

Responsible Parties: Project Biologist, Planning Department, City Engineer

Sources:

Draft Connect Coachella Project Grapefruit Boulevard and Avenue 54 Bike Path Development Biological Resources Assessment & Coachella Valley Multiple Species Habitat Conservation Plan Compliance Report, prepared by WSP USA Environment & Infrastructure, Inc., October 1, 2023.

California Code, Fish and Game Code 3053, last updated January 1, 2023.

US Fish and Wildlife Service

V. CULTURAL RESOURCES Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?				X
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?		X		
c) Disturb any human remains, including those interred outside of formal cemeteries?			X	

Setting

The City of Coachella is situated in the Coachella Valley, the traditional home of the Cahuilla people. Native American life in the Coachella Valley was greatly influenced by the high and low stands of ancient Lake Cahuilla. The Project site would have been within the lake during that time.

The Cahuilla were a Takic-speaking people of hunters and gatherers. They are now generally divided by anthropologists into three groups based on geographic setting: The Pass Cahuilla of the San Gorgonio Pass-Palm Springs area, the Mountain Cahuilla of the San Jacinto and Santa Rosa Mountains and the Cahuilla Valley, and the Desert Cahuilla of the eastern Coachella Valley.

The Cahuilla population was largely decimated as a result of diseases spread through early European contact. Today, Native Americans of Pass or Desert Cahuilla heritage are mostly affiliated with one or more of the tribes in and near the Coachella Valley, including the Torres Martinez, Augustine, Cabazon, Agua Caliente, and Morongo.

Non-Native American settlement of the Coachella Valley began in the 1870s with the establishment of nearby railroad stations. Settlement in Coachella was tied to the railroad, where a settlement was established around the railroad siding. The City incorporated in 1946, and was only the 12th city in Riverside County.

Historical and Archaeological Resources

According to PRC §5020.1(j), "'historical resource' includes, but is not limited to, any object, building, site, area, place, record, or manuscript which is historically or archaeologically significant, or is significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California." More specifically, CEQA guidelines state that the term "historical resources" applies to any such resources listed in or determined to be eligible for listing in the California Register of Historical Resources, included in

a local register of historical resources, or determined to be historically significant by the Lead Agency (Title 14 CCR §15064.5(a)(1)-(3)).

Regarding the proper criteria of historical significance, CEQA guidelines mandate that "a resource shall be considered by the lead agency to be 'historically significant' if the resource meets the criteria for listing on the California Register of Historical Resources" (Title 14 CCR §15064.5(a)(3)). A resource may be listed in the California Register if it meets any of the following criteria:

- (1) Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.
- (2) Is associated with the lives of persons important in our past.
- (3) Embodies the distinctive characteristics of a type, period, region, or method construction, or represents the work of an important creative individual, or possesses high artistic values.
- (4) Has yielded, or may be likely to yield, information important in prehistory or history. (PRC §5024.1(c))

A local register of historical resources, as defined by PRC §5020.1(k), "means a list of properties officially designated or recognized as historically significant by a local government pursuant to a local ordinance or resolution."

A historical/archaeological resources study was conducted for the Project in November of 2023, and is provided in Appendix C. The following discussion is primarily based on the findings of the study prepared by CRM TECH.

Discussion of Impacts

- a) **No Impact.** The Project area is located along existing rights-of-way, in the core of the City. The research conducted for the historic resources study included an extensive search of historic records, as well as a field survey which consisted of walking and driving the route of the proposed Project. The archaeologist was accompanied by a representative of the Torres Martinez Desert Cahuilla. The records search identified over 140 surveys previously completed within one mile of the Project area. These surveys identified two linear historic features: the alignment of the Southern Pacific Railroad, running through all of Riverside County, and a one-half mile segment of Avenue 48 within the Project area. The railroad in the vicinity of the Project area has been evaluated in the past under the criteria of the National Register of Historic Places, and has been found ineligible for listing. The segment of Avenue 48 within the Project Area was previously evaluated under the criteria for the California Register of Historical Resources, and found to be ineligible for listing. In both cases, the features have been significantly altered and do not retain historic integrity. Other than these features, no other historic resource was identified either in the records search or during the field surveys. Similarly, although other roadways, including those that are part of the Project alignment, have existed for a period of over 50 years, all have been maintained and improved over time, and have no historic significance. The archaeologist therefore concluded that the proposed Project would have no impact on historic resources.
- b) **Less Than Significant Impact with Mitigation.** As described above, the archaeological resource study consisted of both investigation into historic records and a field survey.

There are 51 prehistoric sites and 32 isolates identified within one mile of the Project area, including ceramic, groundstone and flaked stone. A historic era Native American cemetery. None of these resource, however, occur on or adjacent to the Project alignments. The field survey found no prehistoric resources within the Project area, and concluded that the high level of disturbance along the Project roadways, where the trail will be located, has eliminated the potential for surficial deposits. The archaeologist did consider, however, that the potential for buried resources exists, although it is limited by the shallow excavation needed for the proposed bike lanes. Nonetheless, as is the City's practice, and in consultation with the Agua Caliente Band of Cahuilla Indians under the requirements of AB 52 (see Tribal Cultural Resources below), in order to assure that no impacts to archaeological resources occur during Project construction, Mitigation Measure CUL-1 requires that archaeological and Tribal monitors be present during excavation activities associated with the Project, to assure that no impacts to buried archaeological resources occur. With implementation of this mitigation measure, impacts will be reduced to less than significant levels.

- c) No Impact.** The Project consists of the improvement of City right-of-way, primarily existing dirt shoulders. There is no known cemetery on or adjacent to the Project area. In addition, California law requires that if remains are encountered during earth moving activities, the coroner must be contacted and work must stop in the area of the find. The coroner is responsible for determining whether the remains are modern or of cultural significance, and if the latter, must contact the NAHC, who is responsible for identifying the Most Likely Descendant (MLD). The NAHC will then contact the appropriate local tribe, and coordinate the proper disposition of the remains. These requirements of law, supplemented by the presence of a qualified archaeologist during all earth moving activities associated with the Project, will assure that impacts associated with human remains are reduced to less than significant levels.

Mitigation Measures:

CUL-1 Qualified archaeological and ACBCI Tribal monitors shall be present during grubbing and excavation activities at the Project site. The monitors shall have the authority to redirect or stop activities if a resource is uncovered. The monitors shall efficiently identify and remove a resource if found, and shall direct the restarting of construction activities. The monitors will also have the authority to cease monitoring, should they determine that activities associated with the Project's construction no longer have potential to uncover a resource.

Monitoring:

CUL-A The monitors shall provide the City a report of findings within 30 days of the conclusion of monitoring activities. Should a resource be identified, it shall be professionally curated in a manner and to a location approved by the Agua Caliente Band of Cahuilla Indians.

Responsible Party: Project archaeologist, Tribal monitor, Public Works Department.

Sources: City of Coachella General Plan 2015; City of Coachella General Plan Update Final Environmental Impact Report (CGPU EIR, SCH No. 2009021007), October 2014. "Historical/Archaeological Resources Survey Report," prepared by CRM Tech, November, 2024.

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

Setting

The California electric grid provides electricity from sources including fossil fuels (natural gas, oil, and coal) biomass, hydropower, wind power, geothermal, and solar radiation. Natural gas is the state's largest single energy source, providing approximately 37.9 percent of the total electric power mix in 2021. In addition to electricity generation, natural gas is used in California for space heating, water heating, cooking, industrial processes, and as a transportation fuel.

Fossil fuels are non-renewable resources which release greenhouse gases when burned for electricity generation, industrial, transportation, and other uses. The California Air Resources Board 2022 Scoping Plan, which aims to achieve carbon neutrality by 2045, includes the goal of reducing fossil fuel demand by 86 percent in 2045 from 2022 rates.

The Project area is served by Imperial Irrigation District (IID), and natural gas is provided by the Southern California Gas Company (SoCalGas).

Discussion of Impacts

a-b) No Impact. The Project consists of the construction of bike lanes to facilitate non-motorized transportation through the City, and connecting to the future CV Link. The Project will generate a need for fossil fuel during construction activities associated with both the use of construction equipment and commute trips for workers on the Project. The use of fossil fuel will be limited and will stop when construction is complete. There will be no operational use of energy, as the lanes will not be lit, and will not require natural gas. Overall, the Project will have a net beneficial impact on energy use, insofar as it will allow residents who may currently be traveling by car to either walk or bike in a safe environment in an area where neither pedestrian or bicycle facilities currently exists.

As it relates to state and local plans, the Project will implement the City's General Plan Mobility Element Mobility Policy 1.1, which requires "that the planning, design and construction of all new transportation project consider the needs of all modes of travel to create safe, livable and inviting environments for pedestrians, bicyclists, motorists and

public transit users of all ages and abilities." In addition, the Project implements State goals for the reduction of energy use as it relates to reductions in greenhouse gas emissions (See Greenhouse Gas Emissions below).

Overall, the proposed Project will neither result in a wasteful use of energy, or conflict with plans or programs. No impact will occur.

Mitigation Measures: None required.

Monitoring: None required.

Sources: City of Coachella General Plan 2015; City of Coachella General Plan Update Final Environmental Impact Report (CGPU EIR, SCH No. 2009021007), October 2014.

VII. GEOLOGY AND SOILS Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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.				X
ii) Strong seismic ground shaking?			X	
iii) Seismic related ground failure, including liquefaction?			X	
iv) Landslides?				X
b) Result in substantial soil erosion or the loss of topsoil?			X	
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?				X
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?				X
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?				X
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?		X		

Setting

Geological Setting

The City is located at the boundary of the Colorado Desert Province, a low elevation basin, and the Peninsular Ranges Province, a series of mountains and valleys. These physiographic provinces have created the Coachella Valley floor and the foothills of the Santa Rosa Mountains, as well as the Indio Hills. The primary drainage in the region, the Coachella Valley Stormwater Channel, traverses the City parallel and east of the Grapefruit Blvd. portion of the Project.

The Alquist-Priolo Earthquake Fault Zoning Act regulates the construction of structures intended for human occupancy on earthquake fault zones. The San Andreas Fault zone occurs east of State Route 86, and runs in a northwest to southeast direction through the City. While the San Andreas Fault is associated with the most frequent and severe seismic activity, other faults in the region include the San Jacinto Fault and the Whittier Fault, both of which occur to the southwest of the City.

The City occurs in an area with a high groundwater table, and as a result the General Plan identified the majority of the City as having a high potential for liquefaction.

Soils

According to the City's General Plan, the primary soil type in the City consist of Lake and Distal Deposits (Ql/Qa), which are fine grained sands and silts, and can include clay layers.

Paleontological Resources

Paleontological resources refer to the fossil remains of ancient plants and wildlife. The Coachella Valley was once occupied by Ancient Lake Cahuilla, from which plant and animal fossils remain in the area. Various areas in and around the City have differing paleontological sensitives based in part on the age of their underlying soil unit. The General Plan identifies areas of high sensitivity for paleontological resources east of State Route 86. The area west of the highway is classified as being of undetermined sensitivity, but generally occurs within the historic lakebed of Ancient Lake Cahuilla.

According to guidelines proposed by the San Bernardino County Museum, paleontological resources can be considered to be of significant scientific interest if they meet one or more of the following criteria:

1. The fossils provide information on the evolutionary relationships and developmental trends exhibited among organisms, living or extinct;
2. The fossils provide data useful in determining the age(s) of the rock unit or sedimentary stratum, including data important in determining the depositional history of the region and the timing of geologic events therein;
3. The fossils provide data regarding the development of biological communities or the interactions between paleobotanical and paleozoological biotas;
4. The fossils demonstrate unusual or spectacular circumstances in the history of life; and/or
5. The fossils are in short supply and/or in danger of being depleted or destroyed by the elements, vandalism, or commercial exploitation, and are not found in other geographic locations.

Discussion of Impacts

- a.i) No Impact.** The portion of the Project which occurs on Grapefruit Boulevard will run parallel to the southern extension of the San Andreas Fault, at a distance of approximately 3 miles. The eastern end of the Project occurring on Avenue 54 occurs about 2 miles west of the Fault. Therefore, neither segment of the Project occurs within an Alquist Priolo Fault Zone, and no fault rupture will occur within the Project area.
- a.ii, iii) Less Than Significant Impact.** As stated above, the Project occurs 2 to 3 miles west of the nearest earthquake fault. The Project, as with the rest of the City, will be subject to significant groundshaking during an earthquake. In addition, the City is located in an area of high groundwater. High groundwater combines with sandy soils during an earthquake and results in liquefaction, a condition which causes soil to lose cohesion, and can cause damage to structures and endanger people. The proposed Project, however, will result in asphalt and concrete paving on the ground surface, and will not include any substantial structures. There is the potential for cracks to occur in the bike lanes during a significant earthquake, however, the Project will be constructed to meet or exceed current Building Code standards, which include specific provisions to reduce the impacts of groundshaking. Furthermore, because the Project is a bike lane and pedestrian path that does not include structures, the risk of either injury or death will be negligible. The nature of the Project as a bike lane and associated improvements, and the lack of structures within the Project will assure that impacts associated with groundshaking and liquefaction will be less than significant.
- a.iv) No Impact.** The Project is located along Grapefruit Blvd. and Avenue 54, in the center of the City. The area is on the Valley floor, and relatively flat. The nearest slopes or foothills are located to the east, a distance of 2 to 3 miles. There is no risk of landslide on the Project site, and no impact will occur.
- b) Less Than Significant Impact.** The Project will be constructed along existing roadways, either on the currently unpaved shoulder or existing pavement. Project construction will consist of grading and shallow excavation to establish a compacted base to receive either concrete or asphalt bike lanes. During the grading/excavation period, the Project has the potential to result in soil erosion from either wind or water. In the case of wind erosion, the Project, like all construction projects in the City, will be required to implement SCAPQMD Rule 403, which requires standard measures, such as watering of a site, to control dust and wind erosion. The site will also expose soils to water erosion if a rain event occurs during construction. The Project will be required to implement measures prescribed in the site specific WQMP and SWPPP, both required by the City in its implementation of its NPDES program to protect surface waters from pollution. The best management practices (BMPs) implemented through these programs include the placement of sandbags or hay bales to control runoff, and a number of other measures that will be designed specifically for the Project. These standard requirements implemented by the City will assure that impacts associated with erosion remain less than significant.
- c, d) No Impact.** As described above, the majority of the urbanized area of the City occurs on Lake and Distal Deposits, which are composed of fine sands and silts. Although some clay

lenses occur at greater depths at various locations in the City, the Project will only disturb the surface of the shoulders of existing roadways, and will consist of concrete or asphalt pathways and related improvements. The construction of the Project will not be impacted by either unstable or expansive soils.

- e) **No Impact.** The Project consists of bike lane improvements along existing roadways. No restrooms will be constructed, and no septic or sewer connection will be required. No impact will occur.
- f) **Less Than Significant Impact with Mitigation.** The Project site occurs within the historic lakebed of Ancient Lake Cahuilla. This area has resulted in the identification of fossilized remains, primarily mollusks and bivalves, which lived in the lake during its multiple stands. In order to determine the potential impacts of the Project on fossil remains, a paleontological study was prepared (Appendix D). The study included both records searches and literature reviews, and a field investigation.

The records searches found no previous paleontological localities within the Project area. The closest locality previously reported occurred 1.5 miles northwest of the Project area, where bivalves and gastropods were collected. The research also identified that the surface soils in the Project area consist of younger Quaternary soils which do not contain fossilized remains. The field survey did not identify any paleontological resources on the surface along the Project routes, due in part to the highly disturbed nature of the roadways and their shoulders. However, should the Project require excavation to a depth of more than 3 to 5 feet, it is likely that older soils capable of containing fossils could occur. The Project consists of the construction of bike lanes on existing pavement and roadway shoulders. It is possible, however, that excavation in specific areas may be required to extend more than 3 feet in depth, to address undergrounding of utilities or similar issues. Therefore, if Project excavations require depths of more than 3 feet, the Project could impact paleontological resources, which would represent a significant impact. As a result, Mitigation Measure GEO-1 is provided below, which requires the monitoring by a qualified paleontologist of excavations of more than 3 feet anywhere along the Project route. With implementation of this mitigation measure, impacts to paleontological resources would be reduced to less than significant levels.

Mitigation Measures:

GEO-1 Prior to the initiation of construction, the Project plans shall be reviewed to determine the depth of excavations required. If excavations are projected to occur at depths greater than 3 feet, ground disturbances should be monitored periodically by a qualified paleontological monitor to ensure the timely identification of potentially fossil-bearing sediments. Monitoring should be restricted to undisturbed Lake Cahuilla beds and any older, undisturbed subsurface alluvium that may be present below the surface. If potentially fossil-bearing sediments are exposed, continuous monitoring will become necessary. 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. 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 allow for further research in the future.

Monitoring:

GEO-A 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 the mitigation program.

Responsible Parties: City Project Manager, Project Paleontologist

Sources: City of Coachella General Plan 2015; City of Coachella General Plan Update Final Environmental Impact Report (CGPU EIR, SCH No. 2009021007), October 2014. "Paleontological Resources Assessment Report," prepared by CRM Tech, November 2023.

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

Setting

The lower troposphere of the Earth's atmosphere contains a mix of gases that sustain life. Greenhouse gases (GHGs) comprise a small percentage, 0.04%, of the tropospheric gases and trap just enough heat to maintain a relatively constant and livable air temperature. Even small alterations in this composition are well documented via ancient and current climate measurements.

Human activities including the burning of fossil fuels, clearing native vegetation, altering landscapes to accommodate hardscapes and built environments both emit additional GHGs and reduce the Earth's ability to cycle and sequester carbon resulting in exponential net increase in atmospheric GHG levels. While no one development project can have a globally significant impact on greenhouse gas increases, the cumulative impacts of regional development can result in locally significant environmental changes, which in turn contribute to wider climatic changes. Hence, the state and local jurisdictions have adopted policies and thresholds that cap GHG emissions and mandate mitigations when needed to ensure new land uses minimize their impacts.

The 2016 Senate Bill 32 (SB 32) requires California to reduce overall greenhouse gas emissions by 40% below 1990 levels by the year 2030. This bill furthers the mandates of the prior 2006 Assembly Bill 32 which require the state to reduce GHG emissions to 1990 levels by 2020. Going beyond SB 32 is the 2022 Scoping Plan proposed by the California Air Resources Board (CARB) which sets forth a plan to achieve statewide 100% carbon neutrality by 2045.

The City of Coachella is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD), the local agency that determines pollution emissions standards from stationary sources. The California Air Resources Board (CARB) determines emissions standards for mobile sources for the entire state. In 2015 the City of Coachella adopted a Climate Action Plan (CAP) to ensure that its General Plan and future development would comply with the original 2006 AB 32 goals, CARB's 2022 Scoping Plan, and SCAQMD's GHG emissions thresholds.

The major greenhouse gases present in the atmosphere and increased by human activities are as follows:

Carbon Dioxide (CO₂): Next to water vapor, which cycles quickly in and out of the atmosphere, carbon dioxide is the most abundant GHG and remains in the atmosphere well over 300 years.

Human activities emit CO₂ when burning fossil fuels and burning and removing forests and other vegetation. Looking back 800,000 years prior to the Industrial Revolution, the level of CO₂ in the atmosphere never climbed above 300 parts per million. Today we measure CO₂ at 419.81 parts per million. Because CO₂ is the most prevalent and longest lasting GHG, measurements of CO₂ equivalents (CO₂E) are often used as the basis of GHG comparative analyses.

Methane (CH₄): Methane is the third most abundant GHG in the atmosphere. It is released during the extraction, refining, and burning of fossil fuels, and the burning and clearing of native vegetation. Livestock, decay of organic waste, and landfills also emit methane. Methane remains in the atmosphere for approximately 10-12 years, but pound for pound, methane traps 28 times more heat than carbon dioxide.

Nitrous Oxide (N₂O): Like carbon dioxide and methane, nitrous oxide naturally occurs in the atmosphere. It is also released by agricultural activities and agricultural chemicals, fossil fuel combustion, wastewater treatment and industrial processes. It remains in the atmosphere for approximately 120 years and pound for pound, it is 265 times more effective at trapping heat than carbon dioxide.

Fluorinated Greenhouse Gases: Chlorofluorocarbons (CFCs), Hydrofluorocarbons (HFCs), Perfluorocarbons (PFCs), Sulfur Hexafluoride (SF₆) Together these gases are referred to as fluorinated GHGs. F-GHG are solely emitted as by-products of industrial processes such as aluminum and semi-conductor manufacturing and used as refrigerants and aerosol propellants. Depending on the gas, they can remain in the atmosphere for a very short time span of a few weeks or thousands of years. Compared to carbon dioxide, the global warming potential (GWP) of fluorinated GHGs is thousands to tens of thousands of times higher.

Greenhouse Gas Thresholds

When evaluating potential GHG emissions from proposed projects, SCAQMD applies a tiered approach. If a project does not conform to at least one of the tiers described below, the project would be considered significant.

Tier 1: Consider whether the project qualifies for any applicable exemption under CEQA. If the project qualifies for an exemption, then the project is not significant, and no other action is required.

Tier 2: Consider whether the project complies with a local greenhouse gas reduction plan that is at minimum consistent with AB 32.

Tier 3: Consider whether the project is below an absolute threshold of either 10,000 MTCO₂e/year for industrial projects or 3,000 MTCO₂e/year for residential projects.

Tier 4: Consider whether the project is below a set performance threshold. This threshold is yet to be set and is not recommended for analysis at this time.

Tier 5: Consider whether off-site mitigation would reduce the project's GHG emission impacts to less than the proposed screening level.

Discussion of Impacts

- a) Less Than Significant Impact.** The Project proposes 3.8 miles of new Class I bike lanes along the east side of Grapefruit Blvd. from Avenue 48 south to Avenue 54, which will incorporate an existing bike path from Avenue 50 to 9th Street. The Project also proposes

3.2 miles of new Class II bike lanes along the north and south sides of Avenue 54 beginning at Van Buren Street, crossing Grapefruit Blvd. and ending at the Coachella Valley Stormwater Channel where the Project will meet the future CV Link path. A shorter .08-mile Class I bike path extension is proposed on the south side of Avenue 48 starting from the southeast corner of the Dillon Road intersection and ending at the southeast corner of the Grapefruit Boulevard intersection. Throughout the Project route, restriping will be applied, new ADA curb ramps will be installed at various intersections, new crosswalks will be painted, a new traffic circle will also be constructed on Grapefruit Blvd. at the Tyler Street intersection. Avenue 54 will be resurfaced from Van Buren Street to Grapefruit Blvd.

Greenhouse gas emissions were analyzed using the California Emissions Estimator Model (CalEEMod) Version 2022.1. Calculations were based on total materials removed of 965,493 square feet, total cement concrete paved area of 253,961 square feet, total asphalt concrete paved area of 1,045,256 square feet, and a total landscaped area of 60,620 square feet. A detailed CalEEMod report, dated February 28, 2024, is available in Appendix A of this Initial Study.

Construction and Operation Emissions:

Construction is expected to extend 14 months from June 2025 to August 2026 and would result in temporary GHG emissions due to operation of construction equipment and worker commutes to the Project site. Since SCAQMD does not provide construction thresholds for projects, the total amount of CO₂e emissions from the Project for the years 2025 and 2026 were amortized over 30 years and added to the operational emissions. Table 5 summarizes the construction and operation emissions and shows that the Project would not exceed the 3,000 MT/YR CO₂e standard set by SCAQMD Tier 3 threshold. Therefore, the Project would have a less than significant impact.

**Table 5
Projected GHG Emission Summary
(Metric Tons per Year)**

Construction	CO₂e (MT/YR)
14 Months	252.25
Operation	CO₂e (MT/YR)
Area	0.00
Energy	0.00
Mobile	0.00
Waste	0.00
Water	0.7615
Construction: 30-year amortized*	8.408
Total Operational	9.169
SCAQMD Annual Threshold	3,000
Exceeds?	No
*Buildout construction emissions were amortized over 30 years then added to buildout operational GHG emissions.	

b) No Impact. A project is considered to have a significant impact if it conflicts with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases. As described above, the City of Coachella adopted a Climate Action Plan (CAP) in 2015 to ensure that its General Plan and future growth would comply with state and regional GHG reduction targets. According to the City's 2015 CAP, the total direct and indirect 2010 GHG emissions emitted by the City was 382,787 metric tons of carbon dioxide equivalent (MTCO_{2e}). Of the seven community sectors evaluated for this figure, the Transportation sector, which included gas and diesel fueled vehicles, accounted for 54% of the City's total emissions, or 206,909 MTCO_{2e}. If the City continued with business as usual, or BAU, and implemented no GHG reduction strategies, by 2035 the total Coachella emissions would reach 1,543,672 MTCO_{2e}. The 2015 CAP proposes emissions reductions of 49% below 2010 emissions, which would potentially yield a lesser emissions total of 756,679 MTCO_{2e} by 2035. The City's greatest reduction potential relies on various strategies to reduce Land Use and Transportation emissions. Numerous strategies are outlined in the General Plan's goal and policies. Specifically, Connect Coachella helps to fulfill Mobility Element policies (M 1.1, M 1.2, M 1.5, M2.2, M3.1, M 3.3) aimed at increasing pedestrian and bicycle access in order to decrease the number of motorized vehicle trips. The 2015 CAP estimates that the combination of these Mobility policies would "reduce emissions by 23,448 MTCO_{2e} annually."⁸ Because Connect Coachella conforms to GHG emissions reduction targets set by state, regional and local policies and does not conflict with any applicable plan, policy or adopted reduction strategy, the Project will have no impact.

Mitigation Measures: None required.

Monitoring: Non required.

Sources: City of Coachella General Plan 2035, Coachella Climate Action Plan, April 2015, California Emissions Estimator Model (CalEEMod) Version 2022.1, South Coast Air Quality Management District, Interim CEQA GHG Significance Threshold for Stationary Sources, Rules and Plans, December 2008.

⁸ Land Use and Transportation General Plan Policies, Coachella Climate Action Plan, April 2015.

IX. HAZARDS AND HAZARDOUS MATERIALS Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?				X
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?				X
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				X
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?				X
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?				X
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				X
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires.				X

Setting

Hazardous materials include chemicals, oils, and other substances which have the potential to be toxic, and may cause harm to the public and the environment if improperly stored, used, transported, resulting in release into the air, soil, or water.

To avoid such harms, hazardous materials are regulated at the federal level by the Environmental Protection Agency (EPA), and at the state level by the California EPA and the Department of Toxic Substances Control. The use of hazardous materials is also regulated at the regional and local levels, through the Regional Water Quality Control Board, Riverside County Department of Environmental Health, as well as the City's emergency services.

Discussion of Impacts

- a) **No Impact.** The Project proposes 3.8 miles of new Class I bike lanes along the east side of Grapefruit Blvd. from Avenue 48 south to Avenue 54, which will incorporate an existing bike path from Avenue 50 to 9th Street. The Project also proposes 3.2 miles of new Class II bike lanes along the north and south sides of Avenue 54 beginning at Van Buren Street, crossing Grapefruit Blvd. and ending at the Coachella Valley Stormwater Channel where the Project will meet the future CV Link path. A shorter .08-mile Class I bike path extension is proposed on the south side of Avenue 48 starting from the southeast corner of the Dillon Road intersection and ending at the southeast corner of the Grapefruit Boulevard intersection. The Project will not result in the transport, use or disposal of hazardous materials, since a bike path is not used for such purposes.
- b) **No Impact.** A small amount of chemicals, fuels and oils will be used during construction of the paths to fuel construction equipment and clean tools and machinery. These substances, however, are heavily regulated, and will be used according to manufacturers' instructions. The amounts of materials used, and the short duration of construction, will prevent any hazards due to release of a hazardous material. No impact will occur.
- c) **No Impact.** The Project will not emit or handle any hazardous material during its lifespan, although it is located within about ¼ to ½ mile of several schools, including Palm View Elementary, Bobby Duke Middle School, and Valley View Elementary. There will be no impact from hazardous materials at any of these schools from Project implementation.
- d) **No Impact.** No portion of the Project area is located on a site included in a list of hazardous materials sites, according to the Department of Toxic Substance Control's Envirostor website. No impact will occur.
- e) **No Impact.** The portion of the Project proposed along Avenue 54 is the closest to the Jacqueline Cochran Airport, the closest airport to the Project area, approximately 2 miles to the south. The Project will not pose a safety hazard to the airport, nor will it expose people to excessive noise from the airport, given that the Project consists of a bike path, and the airport is 2 miles away at its closest point. No impact will occur.
- f) **No Impact.** The Project consists of Class I bike lanes along existing City streets. By definition, Class I bike lanes are separated from roadway traffic. This separation will

prevent users from interfering with emergency vehicles responding to evacuations or other emergencies. The Project will have no impact on the City's ability to respond to emergencies.

- g) No Impact.** The Project is proposed along existing City streets, in the urbanized area of Coachella. No wildlands occur in the vicinity of any portion of the Project. Therefore, the Project will not be impacted by wildfire.

Mitigation Measures: None required.

Monitoring: None required.

Sources: City of Coachella General Plan 2015; City of Coachella General Plan Update Final Environmental Impact Report (CGPU EIR, SCH No. 2009021007), October 2014. GeoTracker; Department of Toxic Substances Control EnviroStor;

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

Setting

Domestic Water

The Coachella Water Authority (CWA) provides domestic water to most of the City, and the Project area. The Project, consisting of bike lanes along existing roadways, will require water service only for landscaping proposed within the Project footprint.

Surface Water Quality

The City requires that all projects contain and manage all runoff water from rainfall events that flows through any site. When runoff travels over developed surfaces such as roads, parking lots and building roofs, it has the potential to be contaminated by substances such as oils, solvents, and chemicals. In accordance with the National Pollution Discharge Elimination System (NPES), which the City implements, best management practices are required of all projects to control surface waters to prevent pollution.

Floodplain Management

The Project area is within FEMA's Flood Insurance Rate Map Zone X, which indicates areas with a 0.2% annual flood chance and 1% annual chance of flood with average depths of less than 1 foot or with drainage areas less than 1 square mile. Regional flood control is managed by CVWD. Local drainage and runoff facilities are maintained by the City.

A hydrology memorandum was prepared for this Project by Alta Planning & Design, and is included in Appendix E of this document.

Discussion of Impacts

- a) **Less Than Significant Impact.** The Project consists of bike lanes through an urbanized area of the City. There will be no sanitary sewer facilities or connections associated with the Project, and as a result the Project will have no impact on water quality standards from these facilities. The Project will connect to existing water lines to provide water for irrigation of landscaping along the Project route. However, because the landscape design calls for drought tolerant landscaping consistent with the City's requirements, the use of water will be minimal during the life of the Project.

The Project will, however, result in an increase in impermeable surfaces, and an associated increase in the potential for polluted surface water to impact water quality. As described in the hydrology memorandum, the Project proposes a combination of best management practices (BMP) to address surface water pollution: bioretention filtration and permeable pavement. The former will be implemented in areas of the Project where landscaping is proposed adjacent to the bike lanes, and the latter in areas where biofiltration areas are not possible. These measures are recognized in the Whitewater River Water Quality Management Plan as being effective in protecting receiving waters from surface water pollution. By implementing these BMPs, the Project will assure that impacts to surface and groundwater will remain less than significant.

- b) **Less Than Significant Impact.** The Project will require trucked-in water during construction, to control dust in conformance with SCAQMD Rule 403 (please see Air Quality discussion above). In addition, the Project will connect to existing water lines in Avenue 48, Grapefruit Blvd., and Avenue 54 to provide water for the landscaping areas along the

Project route. However, in conformance with the City's requirements for drought tolerant landscape design, the use of water for landscaping will be minimized to the greatest extent possible, and the water will percolate through the soil, and be at least in part recaptured into the aquifer. The Project will have less than significant impacts on domestic water supplies.

- c.i-iv) Less Than Significant Impact.** As described in the hydrology memorandum, the Project area has limited drainage facilities. Grapefruit Boulevard has limited drainage to its east, which collects storm flows crossing the roadway under current conditions. The Project will result in Class 1 and 2 bike lanes, sidewalks and similar flatwork that will increase impermeable surfaces in the area, and thereby increase storm flows. As a result, the Project has been designed to include permeable pavement and biofiltration swales that will control and filter pollutants, silts and sediments emanating from the surfaces. These BMPs are designed to control runoff, and limit the impacts to both off-site properties and receiving waters. With implementation of the Project's BMPs, the impacts associated erosion, siltation, and flooding will remain less than significant.
- d) No Impact.** The proposed Project occurs on the Valley floor, in an area that is flat and does not contain water bodies. Although the Coachella Valley Stormwater Channel occurs to the east of the Grapefruit Blvd. portion of the Project, the Channel is a dry wash which only transports water during storm events, and does not hold water that could be affected by seiche or tsunami. The pathways are located in Zone X, as defined in the FEMA Flood Insurance Rate Maps, which indicates areas with a 0.2% annual flood chance and 1% annual chance of flood with average depths of less than 1 foot or with drainage areas less than 1 square mile. Therefore, the Project will not be subject to flooding from seiche or tsunami, and no impact will occur.
- e) No Impact.** As described above, the Project will use minimal water when constructed, since it consists of the extension of bike lanes adjacent to existing streets, and will allow landscaping water to percolate back to the groundwater. Therefore, the Project will have no impact on groundwater management planning. As is related to water quality control planning, the Project will implement BMPs recognized to be effective in preventing surface water pollution in the Whitewater River, which is consistent with the water quality control planning for this receiving water. No impact is expected.

Mitigation Measures: None required.

Monitoring: None required.

Sources: City of Coachella General Plan 2015; City of Coachella General Plan Update Final Environmental Impact Report (CGPU EIR, SCH No. 2009021007), October 2014. "Connect Coachella Hydrology Memorandum," prepared by Alta Planning & Design, January 2024.

XI. LAND USE AND PLANNING Would the project:	Potentially Significant Impact	Less Than Significant w/ Mitigation	Less Than Significant Impact	No Impact
a) Physically divide an established community?				X
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?				X

Setting

The Project area extends from Avenue 48 to Avenue 54 along Grapefruit Blvd., and along Avenue 54 from Van Buren to the Coachella Valley Storm Water Channel. In this area, the General Plan identifies a mix of land use designations, including commercial and industrial uses along Grapefruit Blvd., and residential and agricultural land uses along Avenue 54.

Discussion of Impacts

a) No Impact.

b) No Impact. The Project proposes 3.8 miles of new Class I bike lanes along the east side of Grapefruit Blvd. from Avenue 48 south to Avenue 54, which will incorporate an existing bike path from Avenue 50 to 9th Street. The Project also proposes 3.2 miles of new Class II bike lanes along the north and south sides of Avenue 54 beginning at Van Buren Street, crossing Grapefruit Blvd. and ending at the Coachella Valley Stormwater Channel where the Project will meet the future CV Link path. A shorter .08-mile Class I bike path extension is proposed on the south side of Avenue 48 starting from the southeast corner of the Dillon Road intersection and ending at the southeast corner of the Grapefruit Boulevard intersection. Throughout the Project route, restriping will be applied, new ADA curb ramps will be installed at various intersections, new crosswalks will be painted, a new traffic circle will also be constructed on Grapefruit Blvd. at the Tyler Street intersection. Avenue 54 will be resurfaced from Van Buren Street to Grapefruit Blvd.

The Project is proposed to implement a connection with the CV Link, a regional multi-modal path that extends from Coachella to Palm Springs. The Project is being developed to implement City General Plan goals and policies, including:

Land Use Element Policy 2.19: Community Amenities. Encourage the provision of a high-level of neighborhood and community amenities and design features as a way of balancing increased density, recognizing that the General Plan increases the average planned density by several times and specifies a desire for a very high quality, amenity-rich, livable community.

Land Use Element Goal 9: Corridors and Connectivity. A network of transportation and open space corridors throughout the City that provides a high level of connectivity for vehicles, cyclists and pedestrians.

Mobility Element Policy 3.7: **Neighborhood connectivity.** Create bicycle and pedestrian connections through existing residential neighborhoods, providing access to adjacent neighborhoods and external bicycle/pedestrian facilities.

Mobility Element Policy 4.2: **Priority bike improvements.** Prioritize improvements that address bicycling in existing areas of the City with complementary land use patterns and connections to other modes of travel including walking and transit.

Mobility Element Policy 8.3: **Regional non-motorized connections.** Prioritize connections between the City's bicycle and pedestrian network to regional facilities such as the CV Link and other regional trail facilities.

The Project will implement these policies and provide residents with an improved amenity that allows them to travel through the center of the City without the use of an automobile. As a result of the Project, motorized vehicle use could be reduced, thereby also reducing air and GHG emissions, and providing a beneficial impact to the City's residents and the region as a whole. The Project, therefore, proposes facilities that will not conflict with the City's land use plans and policies, and no impact will occur.

Mitigation Measures:.. None required.

Monitoring: None required.

Sources: City of Coachella General Plan 2015

XII. MINERAL RESOURCES Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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?				X
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?				X

Setting

Sand and gravel, known as aggregate, are the primary mineral resources in the Coachella Valley. Mineral resources in California have been mapped by the Department of Conservation, Division of Mines and Geology, in accordance with the Surface Mining and Reclamation Act (SMARA) of 1975. Three Mineral Resource Zones (MRZs) have been identified:

- MRZ-1: Areas where available geological information indicates that little likelihood exists for the present of significant construction aggregate resources.
- MRZ-2: Areas where available geological information indicates that significant mineral deposits are present, or where it is judged that a high likelihood for their presence exists.
- MRZ-3: Areas containing mineral deposits, the significance of which cannot be evaluated from available data.

The majority of the developed area of the City falls within MRZ-1.

Discussion of Impacts

a-b) No Impact. The Project area occurs in MRZ-1, which includes lands with the potential for mineral resources. However, the Project occurs along existing City roadways, in an area of the City that is either currently urbanized, or planned for urban uses in the future. There are no existing mineral extraction or processing facilities adjacent to the Project. The areas suitable for mining of minerals in the region generally occur north of I-10, which is over 1.5 miles north of the northern boundary of the Project at Avenue 48. The Project consists of the construction of bike lanes along existing paved streets, and will not remove lands available for mineral resource extraction. No impact will occur.

Mitigation Measures: None required.

Monitoring: None required.

Sources: City of Coachella General Plan 2015; City of Coachella General Plan Update Final Environmental Impact Report (CGPU EIR, SCH No. 2009021007), October 2014.

XIII. NOISE Would the project result in:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Generation of 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?			X	
b) Generation of excessive groundborne vibration or groundborne noise levels?			X	
c) For a project located within the vicinity of a primate 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?				X

Setting

Noise can be defined as unwanted sound. The most common source of noise is traffic noise. Commercial activities, including air compressors and commercial compactors, landscaping equipment, and daily operations, also contribute to noise levels in the city.

Certain construction activities and equipment can generate vibration that may be felt on adjacent properties. The impacts of vibration are evaluated based on the potential to damage existing structures as well as the potential to create a nuisance to individuals. According to the Caltrans Transportation and Construction Vibration Guidance Manual, the threshold for damage to modern structures is a peak particle velocity (PPV) of 0.5 inches per second. The thresholds for human perception of vibration at a PPV of 0.01 inches per second classified as “barely perceptible,” 0.04 inches per second as “distinctly perceptible,” 0.1 inches per second as “strongly perceptible,” and 0.4 inches per second as “severe.”

Excessive levels of noise can have negative impacts to physical and psychological well-being, property values, the natural environment, and to overall quality of life. Some land uses, such as residential properties, schools, hospitals, and churches, are particularly sensitive to these impacts. The City defines these land uses as noise-sensitive properties. Title 7 of the City’s Municipal Code governs noise control in the City. The sound level limits for fixed noise sources are 55 dBA from 6 AM to 10 PM, and 45 dBA from 10 PM to 6 AM for all residential zones.

Discussion of Impacts

- a, b) Less Than Significant Impact.** The Project proposes 3.8 miles of new Class I bike lanes along the east side of Grapefruit Blvd. and 3.2 miles of new Class II bike lanes along the north and south sides of Avenue 54. The Project will generate negligible noise during its operation, since there will be no motorized travel on the paths. Bicyclists and pedestrians will experience noise from the adjacent existing streets, but as they are traveling through any given segment of the Project, and not remaining next to it for any extended period of time, the impact will be less than significant.

During construction, some elevated noise levels and some vibration will be experienced by adjacent residents, as the pathways are constructed next to these properties. However, these levels will be temporary, and will move along the pathways, and not stay stationary next to a particular property for any length of time. Because the Project consists of shallow excavation and paving, some vibration can be expected, but as with construction noise, it will not be stationary, and will move along the pathways. In addition, the City regulates construction activities, limiting them to the less sensitive daytime hours, which will help limit the exposure of adjacent residents (Municipal Code Section 7.04.070). As a result, the impacts of noise and vibration during the construction of the proposed Project are expected to be less than significant.

- c) No Impact.** As described above, the portion of the Project along Avenue 54 is the closest to the Jacqueline Cochran Airport, and approximately 2 miles to the south. The Project is too far distant from the airport to experience significant noise levels, and is outside the airport's 65 dBA noise contour. There will be no impact to the Project from noise at the airport.

Mitigation Measures: None required.

Monitoring: None required.

Sources: City of Coachella General Plan 2015; City of Coachella General Plan Update Final Environmental Impact Report (CGPU EIR, SCH No. 2009021007), October 2014.

XIV. POPULATION AND HOUSING Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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)?				X
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?				X

Setting

The City of Coachella has a population of approximately 42,178 persons, which is expected to grow to 129,300 in 2045.⁹ Currently, the City is composed of a mix of single-family, multi-family, and mobile home development, but the majority (73.9%) of housing units are single-family homes.

Discussion of Impacts

a-b) No Impact. The Project will result in the construction of bike lanes and related improvements adjacent to existing City streets. As such, it will provide an added amenity to existing and future residents, but will not expand infrastructure in a manner that would induce growth, since no water, sewer or utility lines will be extended for the Project. Because the Project occurs within City rights-of-way, there are no homes within the Project route, and no one will be displaced. The Project will have no impact on population or housing.

Mitigation Measures: None required.

Monitoring: None required.

Source: City of Coachella General Plan 2015

⁹ 2020-2045 RTP/SCS Demographics and Growth Forecast by Southern California Association of Governments.

XV. PUBLIC SERVICES

Would the project result in:

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:

Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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Fire protection?				X
Police protection?				X
Schools?				X
Parks?				X
Other public facilities?				X

Setting

Fire protection services are provided by the Riverside County Fire Department and CALFire via a cooperative agreement. The Riverside County Fire Department Station 79 is a full-service public safety department which has provided fire suppression and emergency medical services to Coachella residents, businesses and visitors since 1990 from its location at 1377 6th Street. The City may consider new stations to serve the growing entertainment district and northern area as well as the central area in the future as development occurs.

Police Protection

The City of Coachella contracts with the Riverside County Sheriff's Department to provide comprehensive law enforcement services. The City Police Department is comprised of the Investigations, Patrol, Traffic, and Forensics Divisions with overlapping personnel. The Department consists of 32 sworn officer positions, 19 of which are dedicated to the Patrol Division with the remaining officers dedicated to special assignments such as the Community Action Team (C.A.T.), School Resource Officers, along with Gang and Narcotics Enforcement.

Schools

There are two school districts providing public education to students in kindergarten through 12th grade in Coachella: Desert Sands Unified School District (DSUSD) and Coachella Valley Unified School District (CVUSD). The majority of the City occurs within CVUSD's service area. Both districts receive funding from state funds and local property taxes. The districts are authorized to

collect school facilities fees as provided for in Government Code Section 53080 *et. seq.* and 65995 *et seq.* on a per square foot basis for new residential development.

Parks

The City of Coachella currently operates ten parks and recreational facilities that support uses such as sports, community activities and playground. The City's Municipal Code Section 16.36.060 provides for the dedication of land or the payment of fees in lieu thereof for park and recreational facilities as a condition of approval of a tentative map or parcel map. All residential developments subdivisions containing five or more parcels are required to dedicate land, pay a fee, or both. Section 16.36.060 set a minimum of three acres per 1,000 population in a subdivision for neighborhood and community park and recreational facilities.

Discussion of Impacts

a-c) No Impact. The Project consists of 3.8 miles of new Class I bike lanes along Grapefruit Blvd. from Avenue 48 south to Avenue 54, and 3.2 miles of new Class II bike lanes along the north and south sides of Avenue 54 beginning at Van Buren Street, crossing Grapefruit Blvd. and ending at the Coachella Valley Stormwater Channel. All of the Project components occur on existing City streets, where police and fire services are provided. Because the Project will provide delineated and separated bike lanes, it will increase safety for bikes and pedestrians, and has the potential to lower accidents, thereby reducing public safety impacts for fire and police services.

The Project will be available to residents, but will not increase impacts to schools, since no new residents will be added to the City as a result of the Project. Similarly, although the Project will facilitate bike connections through the City, including City parks, there are no parks immediately adjacent to the Project, and the use of the bike lanes will not increase the use of City parks.

Mitigation Measures: None required.

Monitoring: None required.

Source: City of Coachella General Plan 2015; City of Coachella General Plan Update Final Environmental Impact Report (CGPU EIR, SCH No. 2009021007), October 2014.

XVI. RECREATION Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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?				X
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?				X

Setting

The City of Coachella provides a variety of recreation facilities and currently has eight parks that host various sports fields, a boxing club and swimming pools, as well as a tot lot and a community center, which total approximately 59.6 acres.

The Desert Recreation District (DRD) also provides recreational services throughout the Coachella Valley. DRD manages, maintains and assists in maintaining over 30 parks and recreation facilities in the valley. DRD also offers a variety of quality programs, services and classes on physical fitness, mental wellness and arts and crafts.

Discussion of Impacts

a, b) The Project will increase recreational opportunities for City residents, but would not increase use of existing facilities. The Project will provide a recreational amenity which is not currently available in the City, and will also add a connection to the CV Link, a regional multi-purpose path, at Avenue 54 and the Coachella Valley Stormwater Channel. When CV Link is constructed, the Project will be part of a regional recreational system which will provide a beneficial impact to City residents.

Mitigation Measures: None required.

Monitoring: None required.

Source: City of Coachella General Plan 2015; City of Coachella General Plan Update Final Environmental Impact Report (CGPU EIR, SCH No. 2009021007), October 2014.

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

Setting

The City of Coachella General Plan Mobility Element shows the City's intended future roadway network and sets standards on various Street Typologies and the street network. The Mobility Element policies aim to achieve goals including complete streets, traffic calming, a pedestrian and bicycle trail network, and sustainable transportation (please also see Land Use & Planning, above).

CEQA Guidelines section 15064.3 sets forth guidelines for implementing SB 743 (stats. 2013, ch. 386), which requires amendments to the CEQA Guidelines (pre-2019) to provide an alternative to LOS for evaluating transportation impacts. Changes to CEQA Guidelines were adopted in December 2018, which require all lead agencies to adopt vehicle miles traveled (VMT) as a replacement for automobile delay-based LOS as the new measure for identifying transportation impacts for land use projects. This statewide mandate went into effect July 1, 2020. The City of Coachella has not adopted its own VMT policy yet; land use projects are analyzed using the County of Riverside's Transportation Analysis Guidelines for Level of Service & Vehicle Miles Traveled (December 2020).

Discussion of Impacts

- a) **No Impact.** As described elsewhere in this document, the Project proposes bike lanes that are consistent with the General Plan Mobility Element's goals and policies to provide non-motorized transportation through the City. Specifically, the Mobility Element includes:

Mobility Element Policy 3.7: **Neighborhood connectivity**. Create bicycle and pedestrian connections through existing residential neighborhoods, providing access to adjacent neighborhoods and external bicycle/pedestrian facilities.

Mobility Element Policy 4.2: **Priority bike improvements**. Prioritize improvements that address bicycling in existing areas of the City with complementary land use patterns and connections to other modes of travel including walking and transit.

Mobility Element Policy 8.3: **Regional non-motorized connections**. Prioritize connections between the City's bicycle and pedestrian network to regional facilities such as the CV Link and other regional trail facilities.

As a result of this Project, and the eventual construction of the CV Link at the southeastern terminus of the Project, the City will further its Mobility Element goals. Therefore, the Project represents a beneficial impact for the City's transportation plans, and no negative impact will occur.

- b) No Impact.** The purpose of CEQA Guidelines section 15064.3, subdivision (b) is to analyze and reduce the number of vehicle miles traveled in motorized vehicles. As described throughout this document, the proposed Project will improve the non-motorized transportation system in the City, and provide an opportunity for residents to bike to and from their destination, rather than use their automobile. Therefore, the Project directly supports the goals of section 15064.3, and no impact will occur.

- c) Less Than Significant Impact.** The Project proposes 3.8 miles of new Class I bike lanes along the east side of Grapefruit Blvd. from Avenue 48 south to Avenue 54, which will incorporate an existing bike path from Avenue 50 to 9th Street. The Project also proposes 3.2 miles of new Class II bike lanes along the north and south sides of Avenue 54 beginning at Van Buren Street, crossing Grapefruit Blvd. and ending at the Coachella Valley Stormwater Channel where the Project will meet the future CV Link path. A shorter .08-mile Class I bike path extension is proposed on the south side of Avenue 48 starting from the southeast corner of the Dillon Road intersection and ending at the southeast corner of the Grapefruit Boulevard intersection. Throughout the Project route, restriping will be applied, new ADA curb ramps will be installed at various intersections, new crosswalks will be painted, a new traffic circle will also be constructed on Grapefruit Blvd. at the Tyler Street intersection. Avenue 54 will be resurfaced from Van Buren Street to Grapefruit Blvd.

The Project improvements are designed to improve traffic safety by separating bike traffic from automobile traffic, and adding curbs, gutters, and ADA improvements to complete these streets. In addition, the Project will provide new and improved crosswalks, which will improve safety for both bikes and pedestrians. Although the Project could increase bike and pedestrian traffic along the Project route, the reason for the increase would be, in part, the safe environment created by the Project. Therefore, although the Project may increase the number of bikes and pedestrians along Grapefruit Blvd. and Avenue 54, it will do so in a safe manner, and assure that impacts associated with Project design and safety are less than significant.

d) No Impact. The Project is to be constructed along existing City roadways. It will not block or redirect any roadway, and will not change the traffic patterns in which emergency services currently operate. The Project will have no impact on the City's ability to provide emergency services.

Mitigation Measures: None required.

Monitoring: None required.

Source: City of Coachella General Plan 2015; City of Coachella General Plan Update Final Environmental Impact Report (CGPU EIR, SCH No. 2009021007), October 2014.

XVIII. 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:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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		X		
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 Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.		X		

Setting

As discussed in Section V, Cultural Resources, the Coachella Valley is the traditional home of the Cahuilla Indians. Today, Native Americans of Pass or Desert Cahuilla heritage are mostly affiliated with one or more of the Indian reservations in and near the Coachella Valley, including the Cabazon, Augustine, Torres Martinez, Twenty-nine Palms, Agua Caliente, and Morongo.

Tribal Cultural Resources

CEQA defines tribal cultural resources as 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 included on a local register of historical resources (PRC §5020.1(k)), or that is listed as a historical resources in the California Register (PRC §5024.1(c)).

As stated in Section V, a historical/archaeological resources study was conducted for the Project. This study determined that there were no archaeologically significant resources on the ground surface in the Project area, but that buried resources could occur.

As required by AB 52, the City conducted Tribal Consultation for this Project. The City sent consultation requests to the Agua Caliente Band of Cahuilla Indians (ACBCI), the Cabazon Band of Cahuilla Indians, the Soboba Band of Luiseño Indians, the Torres Martinez Desert Cahuilla, and the Twentynine Palms Band of Mission Indians in December of 2023. The results of that consultation is described below.

Discussion of Impacts

a) i, ii) Less Than Significant Impact with Mitigation. The Project will result in the shallow disturbance of soils along the edges of existing roadways. In order to determine whether the local Tribes had concerns about the disturbance of Tribal Cultural Resources as a result of the Project, the City sent consultation requests to the five Tribes who have requested consultation on projects in the City. The City received only one request for consultation, from the ACBCI. In January, 2024, the City and ACBCI met to discuss the Project. The ACBCI expressed concerns about buried resources, and indicated that the Project area is within one mile of 2 known village sites. The City indicated that it would require monitoring of earth moving activities during the Project's construction, and ACBCI representatives agreed that this was an appropriate mitigation measure. The ACBCI further indicated that if the City was contacted by the Torres Martinez Band, ACBCI could coordinate monitoring activities with them. As of the date of this writing, the City has not received any request for consultation or monitoring from the Torres Martinez. As provided in Section V, construction activities will be monitored by an archaeologist and an ACBCI Tribal monitor (mitigation measure CUL-1). The implementation of this mitigation measure will assure that any impacts to Tribal Cultural Resources will be reduced to less than significant levels.

Mitigation Measures: See Section V., Cultural Resources

Monitoring: See Section V., Cultural Resources

Sources: Tribal Consultation letters; City of Coachella General Plan 2015

XIX. UTILITIES AND SERVICE SYSTEMS Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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?			X	
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?			X	
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?				X
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?				X
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?				X

Setting

The City of Coachella is served by the following utility providers:

Utility	Service Provider(s)
Electricity	Imperial Irrigation District (IID)
Natural gas	Southern California Gas Company (SoCalGas)

Utility	Service Provider(s)
Water	Coachella Water Agency (CWA)
Wastewater	Coachella Sanitary District (CSD) (majority of the City), Valley Sanitary District (VSD)
Solid Waste	Burrtec
Telecommunications	Spectrum, Frontier

Utilities and services are currently available throughout the Project area.

Discussion of Impacts

- a) Less Than Significant Impact.** The Project will not require wastewater treatment or utility connections. The Project will require connection to existing water lines for the watering of drought tolerant landscaping, but will not require any new water service. The Project has been designed to incorporate bioswales for storm water control throughout the length of the route, and will not impact other City drainage facilities. Therefore, no new facilities will be required, and impacts to these services and utilities will be less than significant.
- b) Less Than Significant Impact.** The Project proposes limited drought tolerant landscaping at various points along the Project route. This landscaping will require watering during the life of the Project. However, the amount of water is expected to be minimal, and is not expected to impact CWA water supplies. Impacts will be less than significant.
- c) No Impact.** As described above, there will be no need for wastewater treatment as a result of the Project because no bathrooms are proposed along the route. Therefore, the Project will have no impact on wastewater treatment.
- d, e) No Impact.** The Project will not, in and of itself, generate any solid waste during its lifetime. The bicyclists and pedestrians who may use the route may generate solid waste, but are expected, as in all public facilities, to dispose of it correctly. Trash bins integrated into the City's street furniture may be available for this waste, but otherwise would not be necessary. No impact to landfills or solid waste regulations is expected.

Mitigation Measures: None required.

Monitoring: None required.

Sources: City of Coachella General Plan 2015

XX. WILDFIRE – If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?				X
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?				X
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?				X
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?				X

Setting

The California Department of Forestry and Fire Protection (CalFire) ranks fire hazards of wildland areas in the state using four main criteria: fuels, weather, assets at risk, and level of service. There are no state responsibility areas (SRA) or Very High Fire Hazard Severity Zones (VHFHSZ) in or near the City.

Discussion of Impacts

a-d) No Impact. The Project consists of bike lanes and related improvements along existing City streets in the City’s core. There are no Very High fire zones in or near any portion of the route. Furthermore, the urbanized environment in which the Project occurs does not support the potential for wildfires. No impacts will occur.

Mitigation Measures: None required.

Monitoring: None required.

Sources: City of Coachella General Plan 2015

XXI. MANDATORY FINDINGS OF SIGNIFICANCE	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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?		X		
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)?			X	
c) Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?			X	

a) **Less Than Significant Impact with Mitigation.** As described in Section IV, Biological Resources, the Project has the potential to impact burrowing owls and nesting birds, should they occur along the Project area at the time of construction. However, as required in Mitigation Measures BIO-1 and BIO-2, the potential impacts will be reduced to less than significant levels with pre-construction surveys, and additional performance standards if they are identified during these surveys.

In addition, the Project has the potential to impact buried archaeological resources during its construction, although no such surficial resources were identified during the field survey. With the implementation of Mitigation Measure CUL-1, however, this potential is reduced to less than significant levels because monitors will have the ability to stop and/or redirect work should a buried resource be uncovered.

Therefore, as described in this Initial Study, the impacts to biological and cultural resources will be less than significant with the implementation of mitigation measures.

- b) Less Than Significant Impact.** The Project requires mitigation measures only for biological and cultural resources. All other impact areas were found to be less than significant, or to have no impact on the environment. The Project consists of bike paths along existing City streets, and will improve the City's non-motorized transportation system. The Project will not cumulative increase impacts, and will in some cases, including air and GHG emissions and transportation, reduce potential impacts during its lifetime by allowing residents to bike rather than drive to their destinations. Impacts associated with the Project will therefore not be cumulatively considerable.
- c) Less Than Significant Impact.** As described above, the Project's effects on human beings will be less than significant. The Project will not significantly reduce air quality, or increase noise levels. It will not result in geologic hazards or deplete water supplies. Overall, the project will have less than significant impacts on human beings.

Appendix A

CalEEMod Summary and Detail Report

Available on the City Website

Appendix B
Biological Resources Assessment
&
Coachella Valley Multiple Species Habitat Conservation Plan Compliance Report
Available on the City Website

Appendix C

Historical/Archaeological Resources Survey Report

Available on the City Website

Appendix D

Paleontological Resources Assessment Report

Available on the City Website

Appendix E

Hydrology Memorandum

Available on the City Website