

**ADDENDUM TO THE SPECIFIC PLAN
FOR THE LA ENTRADA SPECIFIC PLAN AREA
ENVIRONMENTAL IMPACT REPORT
SCH NO. 2012071061**

La Entrada Specific Plan Project



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1.0 INTRODUCTION

1.1 Introduction and Purpose

The City of Coachella (City) is the lead agency under the California Environmental Quality Act (CEQA). The current project is the Avenue 50 Extension (proposed “Project”), which involves development of transportation infrastructure in the Specific Plan Area, to be implemented under the *La Entrada Specific Plan EIR* (SP EIR) and the environmental conditions under which it would be implemented. The Avenue 50 Extension is a planned component of the approved Specific Plan, however, the alignment has been refined due to engineering constraints during the final design process, and as a result, the footprint for the Project has been modified.

On November 13, 2013, the City adopted Resolution No. 2013-53, certifying the Final Environmental Impact Report (EIR) for the La Entrada Specific Plan (Approved Project), State Clearinghouse (SCH) No. 2012071061, in compliance with the California Environmental Quality Act (CEQA) and the CEQA Guidelines.

The SP EIR is a comprehensive policy and regulatory guidance document for the private use and development of property within the Specific Plan area, including the proposed Project. By providing the necessary regulatory and design guidance, the SP EIR ensures that future development of parcels within the La Entrada Specific Plan Area implements the goals and policies of the *City of Coachella General Plan* (General Plan). The La Entrada Specific Plan establishes a land use concept that provides for three separate villages and includes infrastructure improvements necessary to support development within the La Entrada Specific Plan Area.

Following preliminary review of the proposed Project, the City, as the Lead Agency, has determined that it is subject to CEQA Guidelines and regulations (Public Resources Code (PRC) Sections 21000-21177). This Addendum to the SP EIR has been prepared by the City to analyze the potential impacts associated with the proposed Project and satisfy the requirements of CEQA Guidelines Section 15164, *Addendum to an EIR or Negative Declaration*.

1.2 Statutory Authority and Requirements

CEQA Guidelines Section 15164 states the following with respect to an Addendum to an EIR:

- a) *The lead agency or responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred.*
- b) *An addendum to an adopted negative declaration may be prepared if only minor technical changes or additions are necessary or none of the conditions described in Section 15162 calling for the preparation of a subsequent EIR or negative declaration have occurred.*
- c) *An addendum need not be circulated for public review but can be included in or attached to the final EIR or adopted negative declaration.*
- d) *The decision making body shall consider the addendum with the final EIR or adopted negative declaration prior to making a decision on the project.*

- e) *A brief explanation of the decision not to prepare a subsequent EIR pursuant to Section 15162 should be included in an addendum to an EIR, the lead agency's findings on the project, or elsewhere in the record. The explanation must be supported by substantial evidence.*

CEQA Guidelines Section 15162, *Subsequent EIRs and Negative Declarations*, states the following with respect to Subsequent EIRs:

- (a) *When an EIR has been certified or a negative declaration adopted for a project, no subsequent EIR shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in the light of the whole record, one or more of the following:*
- (1) *Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;*
 - (2) *Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or*
 - (3) *New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the Negative Declaration was adopted, shows any of the following:*
 - (A) *The project will have one or more significant effects not discussed in the previous EIR or negative declaration;*
 - (B) *Significant effects previously examined will be substantially more severe than shown in the previous EIR;*
 - (C) *Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or*
 - (D) *Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.*
- (b) *If changes to a project or its circumstances occur or new information becomes available after adoption of a negative declaration, the lead agency shall prepare a subsequent EIR if required under subdivision (a). Otherwise the lead agency shall determine whether to prepare a subsequent negative declaration, an addendum, or no further documentation.*

1.3 CEQA Compliance

This document is an Addendum to the La Entrada SP EIR. CEQA Guidelines Section 15164 allows preparation of an Addendum to a previously certified EIR if only some changes or additions are necessary, but none of the conditions calling for preparation of a Subsequent EIR have occurred. The City has determined that the proposed Project does not necessitate any changes/additions to the SP EIR, and none of the conditions calling for preparation of a Subsequent EIR have occurred for the following reasons:

- The proposed Project does not require major revisions to the SP EIR. No new significant environmental effect or substantial increase in the severity of previously identified significant effects would occur with implementation of the proposed Project.
- Substantial changes have not occurred with respect to the circumstances under which the proposed Project would be undertaken. Thus, major revisions of the SP EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects are not required.
- No new information of substantial importance shows that the proposed Project would have one or more significant effects not already discussed in the SP EIR, or that the significant effects previously examined would be substantially more severe than shown in the SP EIR.

Therefore, because the proposed Project would not satisfy any of the conditions that warrant preparation of a Subsequent EIR, the City, as Lead Agency, has determined that preparation of an Addendum is appropriate.

1.4 Incorporation by Reference

The documents outlined below, which were utilized during preparation of this Addendum and are a matter of public record, are hereby incorporated by reference. These documents are available for public inspection at the City of Coachella Development Services Department at 1515 Sixth Street, Coachella, and on the City's website at <http://www.coachella.org/>.

City of Coachella General Plan Update, 2015. The City Council comprehensively adopted the *City of Coachella General Plan Update* (General Plan) on April 22, 2015. The General Plan is the primary source of long-range planning and policy direction that is used to guide the City's growth and change, and preserve and enhance the community's quality of life. The General Plan, which contains the goals, policies, and plans to guide land use and development decisions in the future, is organized into eight elements, as follows:

- | | |
|---|---------------------------------------|
| • Land Use and Community Character; | • Safety; |
| • Mobility; | • Infrastructure and Public Services; |
| • Community Health and Wellness; | • Noise; and |
| • Sustainability and Natural Environment; | • Housing. |

City of Coachella Municipal Code, as (continuously) updated. The Coachella Municipal Code establishes detailed zoning districts and regulations based on the General Plan. The Comprehensive Zoning Ordinance (Zoning Ordinance) of the City of Coachella (Title 17) serves as the primary implementation tool for the General Plan. Whereas the General Plan is a policy document that sets forth direction for development decisions, the Zoning Ordinance is a regulatory document that establishes specific standards for the use and development of all properties in the City. The Zoning Ordinance regulates development intensity using a variety of methods, such as setting limits on building setbacks, yard landscaping standards, and building heights. The Zoning Ordinance also indicates which land uses are permitted in the various zones. The Municipal Code includes all of the City's zoning ordinance provisions and has been supplemented over time to include other related procedures such as subdivision regulations, environmental review procedures, and an advertising and sign code. Municipal code regulations and maps must be consistent with the General Plan land uses, policies, and implementation programs. The Municipal Code is referenced throughout this Addendum to establish the proposed Project's baseline requirements according to the City's regulatory framework.

La Entrada Specific Plan EIR (SP EIR), 2013. The SP EIR, adopted by the City on November 13, 2013, assesses the potential environmental impacts of the La Entrada Specific Plan Project, which proposes the development of a master-planned community in the northeastern portion of the City on approximately 2,200 acres (ac). The Specific Plan includes a mix of residential, commercial, open space, school, and recreational uses, as well as associated infrastructure required to support buildout of the Specific Plan. The Specific Plan is planned to be constructed in five (5) separate phases and the site will be divided into three (3) villages: the Gateway, Central, and Hillside villages. These villages would be linked by a village paseo and a linear park/trail. The SP EIR contains goals and policies which promote orderly and compatible growth within the Specific Plan Area.

2.0 BACKGROUND

2.1 La Entrada Specific Plan EIR (SP EIR) Environmental Impact Determination Summary

As stated above, the La Entrada Specific Plan proposes the development of a master-planned community in the northeastern portion of the City on approximately 2,200 acres that would include a mix of residential, commercial, open space, school, and recreational uses, as well as associated infrastructure required to support buildout of the Specific Plan. The proposed Project being analyzed in this Addendum EIR would be implemented under the SP EIR, which established a process and framework for future development, including infrastructure improvements, such as the proposed Project.

Since certification of the SP EIR in 2013, no changes have occurred in the circumstances under which the original Approved Project as currently proposed would be implemented, that would change the severity of the physical impacts of implementing the proposed Project as explained herein, and no new information has emerged that would materially change the analyses or conclusions set forth in the FEIR.

The environmental impact findings of the SP EIR are summarized below.

No Impact: The SP EIR determined that no impact would occur with respect to the following environmental topic areas below. These impacts were included in the SP EIR's "Executive Summary" section (Section 1.0) and are not addressed further in this Addendum EIR.

- agricultural resources (Thresholds 4.2.2, 4.2.3, and 4.2.4);
- geology and soils (Threshold 4.6.5);
- hazards and hazardous materials (Thresholds 4.8.4, 4.8.5, and 4.8.6);
- hydrology and water quality (Threshold 4.9.9);
- land use and planning (Thresholds 4.10.1 and 4.10.3);
- mineral resources (Threshold 4.11.2);
- noise (Thresholds 4.12.5 and 4.12.6);
- population and housing (Thresholds 4.13.2 and 4.13.3); and
- traffic (Threshold 4.16.3).

Less Than Significant Impact: The SP EIR identified less than significant impacts in the following environmental topic areas:

- aesthetics (Thresholds 4.1.1 and 4.1.2);
- agricultural resources (Threshold 4.2.5);
- air quality (Threshold 4.3.4);
- biological resources (Thresholds 4.4.4, 4.4.5 and 4.4.6);
- hazards and hazardous materials (Thresholds 4.8.3, 4.8.7, 4.8.8);
- hydrology and water quality (Thresholds 4.9.2, 4.9.7, 4.9.8, and 4.9.10);

- land use and planning (Threshold 4.10.2);
- mineral resources (Threshold 4.11.1);
- noise (Threshold 4.12.2);
- population and housing (Threshold 4.13.1);
- public services and utilities (Thresholds 4.14.5, 4.14.6, 4.14.7, 4.14.8, 4.14.9, and 4.14.12);
- recreation (Thresholds 4.15.1 and 4.15.2);
- traffic (Thresholds 4.16.4, 4.16.5 and 4.16.6); and
- water supply (Thresholds 4.17.1, 4.17.2, and 4.17.3).

Less Than Significant With Incorporation of Mitigation: The SP EIR identified impacts that could be mitigated to less than significant levels with incorporation of mitigation measures in the following environmental topic areas:

- aesthetics (Threshold 4.1.4);
- air quality (Threshold 4.3.5);
- biological resources (Thresholds 4.4.1, 4.4.2, and 4.4.3);
- cultural and paleontological resources (Thresholds 4.5.1, 4.5.2, 4.5.3, and 4.5.4);
- geology and soils (Thresholds 4.6.1ii, iii, iv, 4.6.2, 4.6.3, 4.6.4);
- hazards and hazardous materials (Thresholds 4.8.1 and 4.8.2);
- hydrology and water quality (Thresholds 4.9.1, 4.9.3, 4.9.4, 4.9.5, 4.9.6);
- noise (Thresholds 4.12.1, 4.12.3, and 4.12.4); and
- public services and utilities (Threshold 4.14.3).

Significant and Unavoidable Impact: The SP EIR identified significant and unavoidable impacts in the following environmental topic areas:

- aesthetics (Threshold 4.1.3);
- agricultural resources (Threshold 4.2.1);
- air quality (Thresholds 4.3.1, 4.3.2, and 4.3.3);
- geology and soils (Threshold 4.6.1i);
- global climate change (Thresholds 4.7.1 and 4.7.2);
- public services and utilities (Thresholds 4.14.1, 4.14.2, 4.14.4, 4.14.10, and 4.14.11); and
- traffic (Thresholds 4.16.1 and 4.16.2).

3.0 DESCRIPTION OF PROPOSED PROJECT

3.1 Project Location and Setting

The proposed Project is located in the northeastern portion of the City of Coachella (City) within south-central Riverside County, California; refer to Exhibit 1, *Regional Location* and Exhibit 2, *Project Vicinity*. The proposed Project site is located in the La Entrada Specific Plan (Approved Project) Area, and is situated within the northwestern portion of the Plan Area. The proposed Project footprint comprises a total area of approximately 133.54 acres; refer to Exhibit 3, *Proposed Project Site Plan*.

The Plan Area is currently undeveloped and vacant. The Plan Area lies between the flat alluvial floor of the Coachella Valley to the west and bedrock highlands of the Little San Bernardino and Orocopia Mountains to the northeast, east, and southeast. The topography ranges in elevation from 50 feet (ft) to approximately 700 ft above mean sea level (amsl).

The Project site contains vacant and undeveloped land to the north and east; the Canal centrally in the site; agricultural lands, a vineyard, and two residences to the south and west; and the existing Avenue 50 alignment to the west. Onsite vegetation within the vacant area of the Project site consists of scattered small shrubs, medium shrubs (e.g. creosote), small dispersed trees and date palm trees. Human-made features on the Project site include the Canal and East Side Dike, a 250-kilovolt (kV) electrical transmission corridor parallel to the Canal, an electrical local distribution line along the site's southern boundary, and the existing Avenue 50 roadway alignment to the west. In addition, surface drainage onsite generally flows toward the southwest.

3.2 Land Use and Zoning

According to the General Plan Land Use Designation Map (2015) and the City's official Zoning Map (2013), the following land use and zoning designations are included within the boundaries of the proposed Project area:

- Land Use: Specific Plan (La Entrada Specific Plan); General Neighborhood; Suburban Neighborhood; Industrial District
- Zoning: Agricultural Transition (A-T); Open Space (O-S); Residential Single Family (R-S)

The land uses surrounding the proposed Project site include open space to the north and east, and agricultural, residential, industrial development to the south and west.

3.3 Characteristics of the Proposed Project

The proposed Project is anticipated to consist of the construction of approximately 0.75 miles of new roadway for the Avenue 50 extension, including a bridge over the Coachella Branch of the All American Canal (Canal). Avenue 50 west of the Canal currently exists as a four-lane arterial from SR-86 to Peter Rabbit Lane, where it tapers to a two-lane roadway then terminates at the Canal, just east of Fillmore Street. The easternmost segment of Avenue 50, approximately 0.35 miles, is a graded dirt road, restricted to local access. The new road would extend the alignment of Avenue 50 east from approximately Fillmore Street, across the Canal, to the I-10/Avenue 50 new interchange project boundary; refer to Exhibit 3, *Proposed Project Site Plan*. Avenue 50 east of the Canal would be a six-lane road featuring a raised landscaped median, and parkways on each side of the roadway.

Avenue 50 is ultimately envisioned as an east-west, six-lane Major Arterial road, connecting the City of Coachella with I-10 via a future I-10/Avenue 50 interchange, consistent with the City's General Plan Update Mobility Element's Road Network Vision, and facilitating access to the Specific Plan area. Ultimate development of Avenue 50 is constrained by two major factors: a crossing of the Canal and a connection to I-10. Development of the I-10/Avenue 50 Interchange is considered a separate project under Caltrans jurisdiction. The Project would contribute to the ultimate development of the City's Avenue 50 alignment by providing the Canal crossing, facilitating future development of the road segment between the Canal crossing and the future I-10 Interchange.

Although development of the Avenue 50 extension was anticipated in the Specific Plan EIR, the alignment has been modified in order to accommodate the height of the bridge over the Canal with consideration of the 250 kV electrical transmission corridor along the east side of the Canal. Thus, while the nature of the improvements has not changed, the specific footprint impacted differs somewhat.

3.3.1 Project Components

The Project consists of components described in detail below. In addition, key features of each component have been summarized in Table 1, *Summary of Project Components*, below.

Table 1: Summary of Project Components

Component	Proposed Features
Temporary Diversion Channel	A temporary canal diversion channel would be constructed to facilitate continuous flow of the Canal during canal modification. The diversion channel would be in use for approximately 6 to 8 months. Once Canal modifications are complete and flow is restored, the temporary diversion channel would be demolished.
Canal Modifications	Temporary cofferdams would be installed at each end of the future canal crossing site in order to keep the construction site dry. The open canal would be demolished and cast in place box culverts would be constructed. Access ramps for CVWD maintenance activities would be constructed to allow access to the canal for maintenance after construction is complete.
Canal Crossing	The road would be installed on the new concrete box culverts constructed within the Canal. The right-of-way for Avenue 50 would be minimized along the canal crossing by eliminating the median.
Utility Relocations and Extension	The development of Avenue 50 along this segment would accommodate utility extensions eastward including: irrigation facilities, potable and recycled water, sewer, gas, electrical lines, fiber optic communication lines, as well as others. Utility relocations would also be needed to facilitate the construction of the Canal crossing.
Drainage Improvements	East of the Canal, a series of arch culverts would be installed in the existing wash to protect the proposed roadway and convey storm flows under Avenue 50. Along the proposed roadway extension, storm drains and three water quality basins are proposed.
New Road Easement	A new road easement along an existing, but undedicated dirt road, would replace existing access from Avenue 50 that would be eliminated by the canal crossing. The Project would not involve any physical improvements associated with the new easement.

Temporary Diversion Channel

A diversion channel would be installed to accommodate up to 600 cubic feet per second (CFS) of flow for up to 6 months to provide continuous water supply service from the Canal while the canal improvements are constructed. The diversion channel would be constructed along the western side of the Canal and would extend along the length of the proposed Canal crossing. Construction of the diversion channel would include the excavation and compaction of the diversion channel alignment, followed by the installation of a PVC liner within the diversion channel. The PVC lining would be tied into the Canal lining and water would then be diverted into the diversion channel to evacuate water from the main channel during construction of the Canal improvements. While the diversion channel is in operation, it would be under 24-hour surveillance in order to monitor the channel's operation and address any potential issues that may. In the event that the diversion channel experiences a failure, a contingency plan would divert to a spillway east of the Project site while repairs to the diversion channel are completed. This would allow for generally continuous water service and protection from flooding due to a failure of the temporary diversion channel. Once Canal improvements are complete, water flow would be restored in the Canal, the diversion channel would be removed, and the area would be filled and compacted.

Canal Modifications

Modifications to the Canal would begin once the cofferdams have been placed both upstream and downstream of the proposed Canal Crossing footprint. Once the site has been dried, the concrete canal lining would be demolished and excavation of the Project site would begin to prepare the subgrade for installation of the Canal modifications. Once excavation, surcharge, and compaction is complete, the concrete box culverts would be cast-in-place within the existing canal alignment. The box culverts would serve as the foundation of the canal crossing and would also accommodate water flow through the Canal once operational. Along with the box culverts, concrete headwalls and wing walls would be installed on both the upstream and downstream ends of the Canal Crossing. Access paths and pads would be constructed to allow for maintenance of the Canal once it is operational. The access paths would accommodate equipment needed for routine maintenance of the Canal crossing. Once the box culverts and other in-canal structures are complete, the cofferdams would be removed and water flow would be restored to the Canal. Once flow is restored, the roadway components of the Canal Crossing would be constructed.

Canal Crossing

The Canal Crossing would be developed over the box culverts and related facilities once the initial construction within the Canal has been completed. The Canal Crossing would include the construction of the roadway, and utilities across the Canal. As further described under Utility Extensions and Relocations below, a number of utilities would be installed within the canal crossing for future utility service east of the Canal. These utilities would include CVWD Irrigation, potable and recycled water, sewer, gas, electrical, stormwater, telecom, and street lighting. While conduit and other utility transmission infrastructure will be installed during construction, utility lines and utility service may not be installed/initiated until the demand is warranted.

Utility Extensions and Relocations

A number of utilities intersect the project site, and would be relocated in conjunction with construction. Furthermore, utilities will be extended in order to provide utility services east of the Canal as part of the canal crossing. Table 2, *Summary of Utility Relocations and Extensions*, summarizes the utility work associated with the proposed Project; therefore, those utilities that will be included in the canal crossing will be subject to licensing agreements with Reclamation.

Table 2: Summary of Utility Relocations and Extensions

Utility Type	Agency/ Provider	Modification or Activity
Utility Relocations		
Irrigation Pipeline	CVWD	Relocate
Fiber Optic Cable	AT&T	Relocate
Telephone	Frontier	Relocate
Utility Extensions		
Temporary Overhead Electrical Line	IID	Extension of temporary electrical onto Project site for construction.
Reclaimed Water (16")	CWA	Extension of CWA Reclaimed Water to serve area east of the Canal.
Domestic Water Line (24")	CWA	Extension of CWA Domestic Water to serve area east of the Canal.
Sewer (24"/15")	CWA	Extension of CWA sewer system to serve area east of the Canal.
Gas Line (Future Connection)	SCG	Gas line for future gas service east of the Canal.
Joint Trench and Utility Vaults (Future Connection)	Multiple	Joint trench and vaults that would house IID, Time Warner Cable, and Verizon lines and provide service east of the Canal.
Street Light Conduit	City of Coachella	Three-inch conduit that would allow for the extension of street light service over the Canal Crossing and east of the Canal.
Note: Utility conduit will be installed during the initial construction of the canal crossing; however, installation of utility lines within the conduit, and the start of utility service would occur at future date.		

Drainage Improvements

A system of precast arch culverts would be installed directly east of the Canal Crossing in order to convey flows associated with an existing drainage on the Project site. The arch culverts would be constructed in tandem with the Canal Crossing and would be integrated into the roadway extension in order to prevent potential.

In addition, storm drains, catch basins, and manholes will drain roadway flows to the intersection of Fillmore Street and Avenue 50. One (1) basin is located at the intersection of Fillmore Street and Avenue 50, and two (2) basins are located east of the Canal along the proposed Avenue 50 extension.

New Roadway Easement

Due to the proposed alignment of the Canal Crossing, a vacant parcel (APN: 763-090-008) located between the Canal and the alignment would not retain access to Avenue 50. The Project would acquire and dedicate a permanent road easement along a segment of Avenue 51, an existing dirt road. No

improvements to the access easement are proposed, however, the easement would provide legal access for the otherwise isolated parcel.

3.3.2 Project Construction

Activities

Project construction would include establishment of construction staging areas along the proposed Project alignment, and would require a number of construction activities such as clearing and grubbing, grading, excavating, trenching, placement of backfill, and asphalt and concrete installation. The roadway would also serve as a utility corridor, to bring utilities into the Specific Plan area. Thus, utility infrastructure would be developed in conjunction with the road and bridge construction.

Timing

The timing of proposed Project construction is somewhat speculative because fill material would need to be balanced onsite as part of the overall La Entrada Specific Plan future development. Specifically, fill material would need to be moved from the southern portion of the proposed Project site to the northern portion of the proposed Project site prior to completing the new roadway construction. In addition, there is a proposed haul road and borrow site associated with Project construction located along the east side of the proposed Avenue 50 alignment, as shown on Exhibit 3. The borrow site was anticipated in the SP EIR and would provide fill material for the road embankment located on the east of the Canal.

Construction is preliminarily estimated to take approximately 18 months, and is anticipated to start in summer of 2017, with the new Avenue 50 roadway facility completed by winter of 2018.

Equipment

Due to the complexity of the proposed Project, a variety of equipment will be required during the construction of the Project. Heavy construction would involve grading, excavation, structural erection, and backfilling within Project area. Heavy construction could include the following equipment:

- | | |
|---------------------------|--------------------------------|
| • Air Compressors | • Water Truck |
| • Pavement Saw | • Trench Shields |
| • Jack hammer | • Concrete pump trucks |
| • Back hoe | • Welding trucks |
| • Front-end loader | • Side boom pipe handler truck |
| • 10-wheel dump trucks | • Earth movers |
| • Flat-bed delivery truck | • Bulldozers |
| • Sweepers | • Excavators |
| • Crane | • Road grader |
| • Compactor | • Paving equipment |

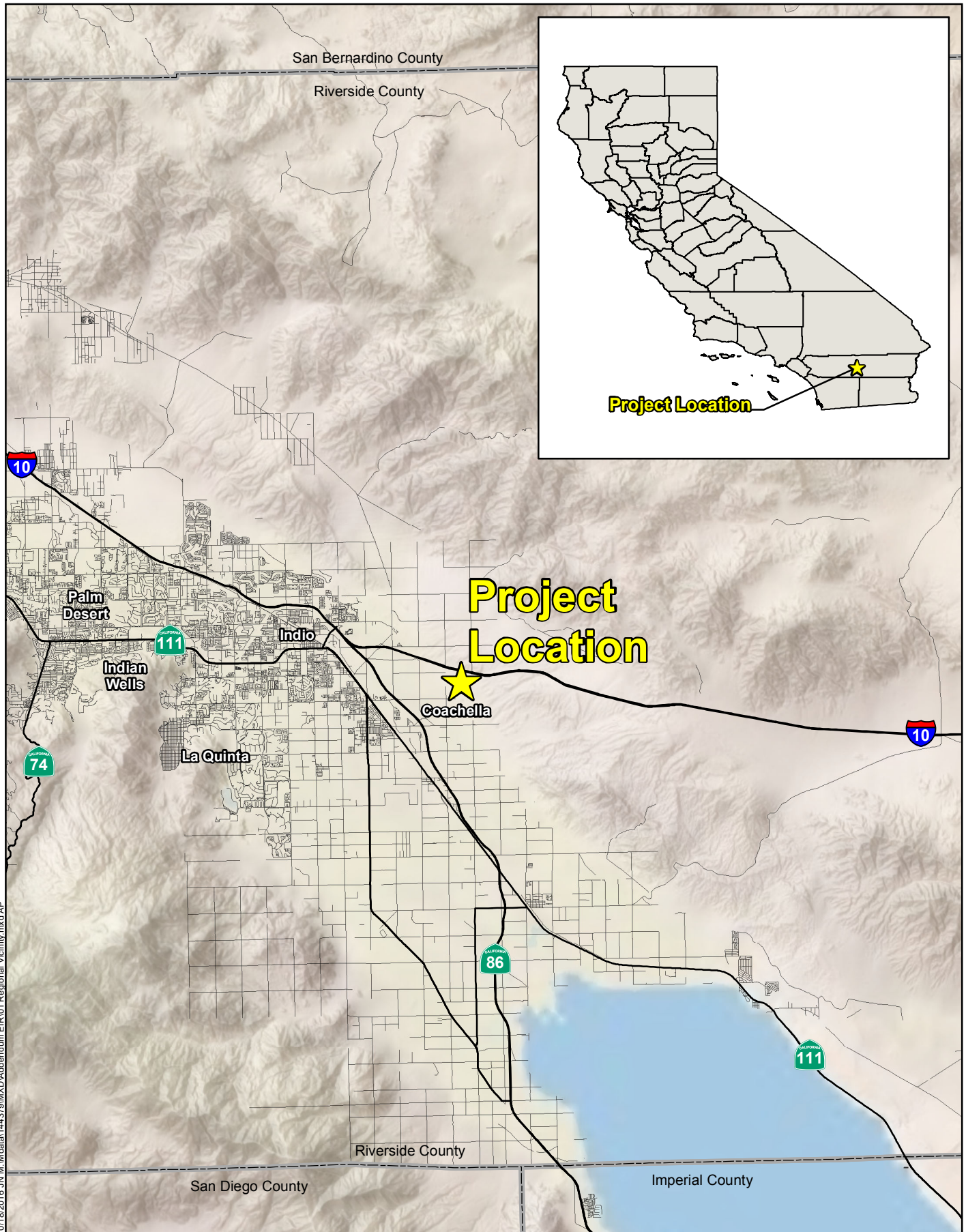
3.4 Proposed Project Vs. “Approved Project”

As discussed previously, the proposed Project being analyzed in this Addendum EIR involves development of transportation infrastructure--the Avenue 50 extension--within the La Entrada Specific Plan Area (referenced as the “Approved Project” throughout this document), to be implemented under the *La*

Entrada Specific Plan EIR (SP EIR) and the environmental conditions under which it would be implemented. The analysis of the proposed Project tiers off of the analysis of the SP EIR. Each section will first summarize the environmental analysis findings of the Approved Project analysis from the SP EIR, with the environmental analysis of the proposed Project immediately following. The proposed Project does not represent significant changes to the Approved Project relative to CEQA in that they do not change the assumptions, analysis, conclusions, or mitigation for the Approved Project.

The Approved Project is planned to be constructed in five (5) separate phases and the site will be divided into three villages (Gateway, Central, and Hillside villages) that would be linked by a Village Paseo and a linear park/trail. Gateway Village is located adjacent to the proposed future I-10 interchange and the Avenue 50 extension, and includes high-intensity commercial uses, a regionally oriented special-use park, and residential uses. Central Village is located in the center of the site and primarily includes medium- and low-density residential uses. Hillside Village is located in the southern and eastern portion of the site and is characterized by medium-, low-, and very low-density residential uses and open space clustered around the mixed-use cores, and lower-density residential uses extending out from the core. Ultimately the timing of development of each phase is likely to be market driven. However, road and utility infrastructure is needed to accommodate even the earliest phase developed.

According to the SP EIR Project Description, both Avenues 50 and 52 are planned to be extended into the Specific Plan project area to provide access and serve the development of the first phase. Exhibit 4, *La Entrada Specific Plan Land Use and Phasing Plan*, shows the proposed villages and phasing of the Approved Project. It should be noted that the first phase of construction for the Approved Project is anticipated to occur in mid-2018.



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LA ENTRADA SPECIFIC PLAN AREA ADDENDUM
ENVIRONMENTAL IMPACT REPORT
Regional Vicinity

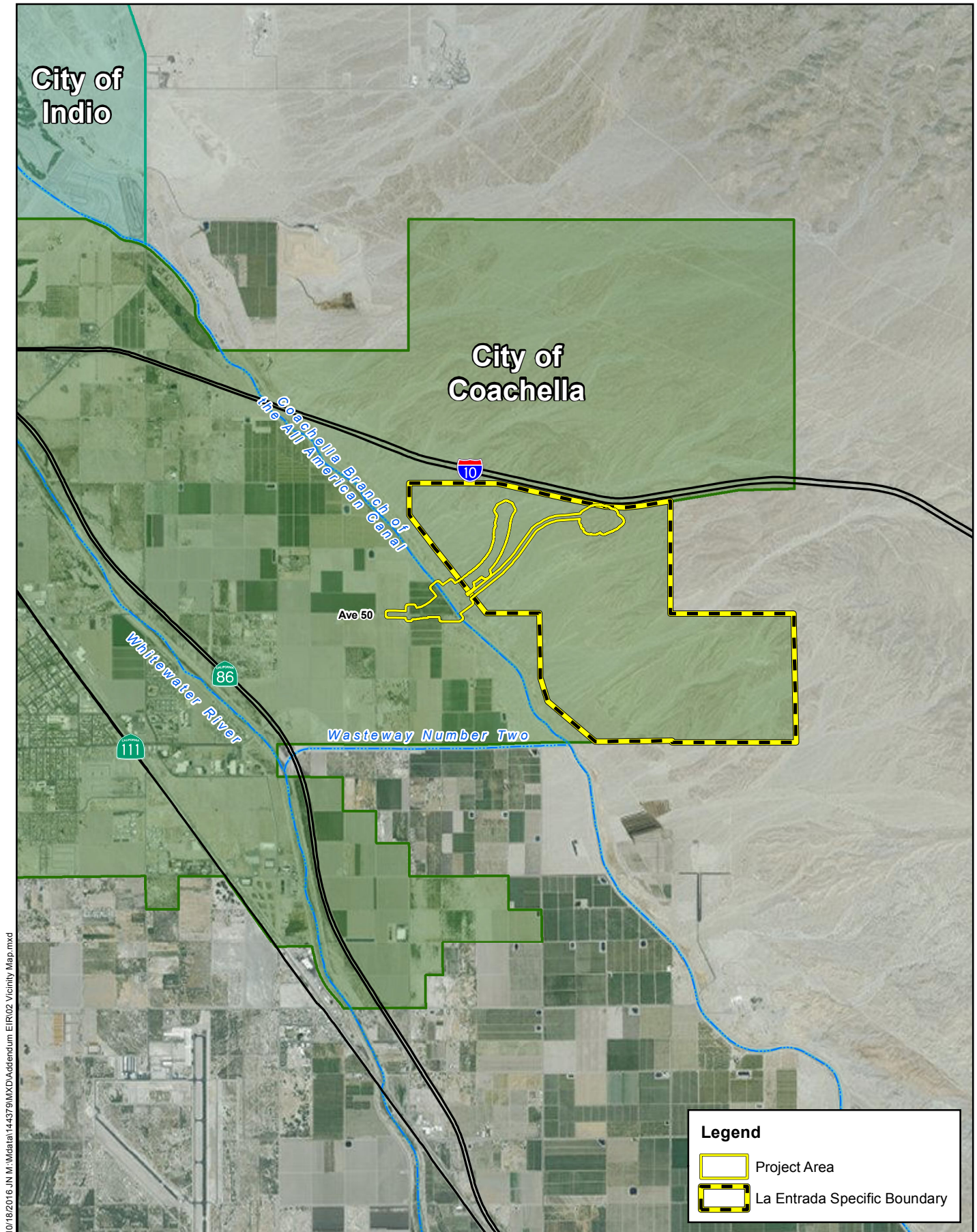
Michael Baker
INTERNATIONAL



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Miles

Source: ESRI Relief Map, US Census Tiger/Line, National Highway Planning Network

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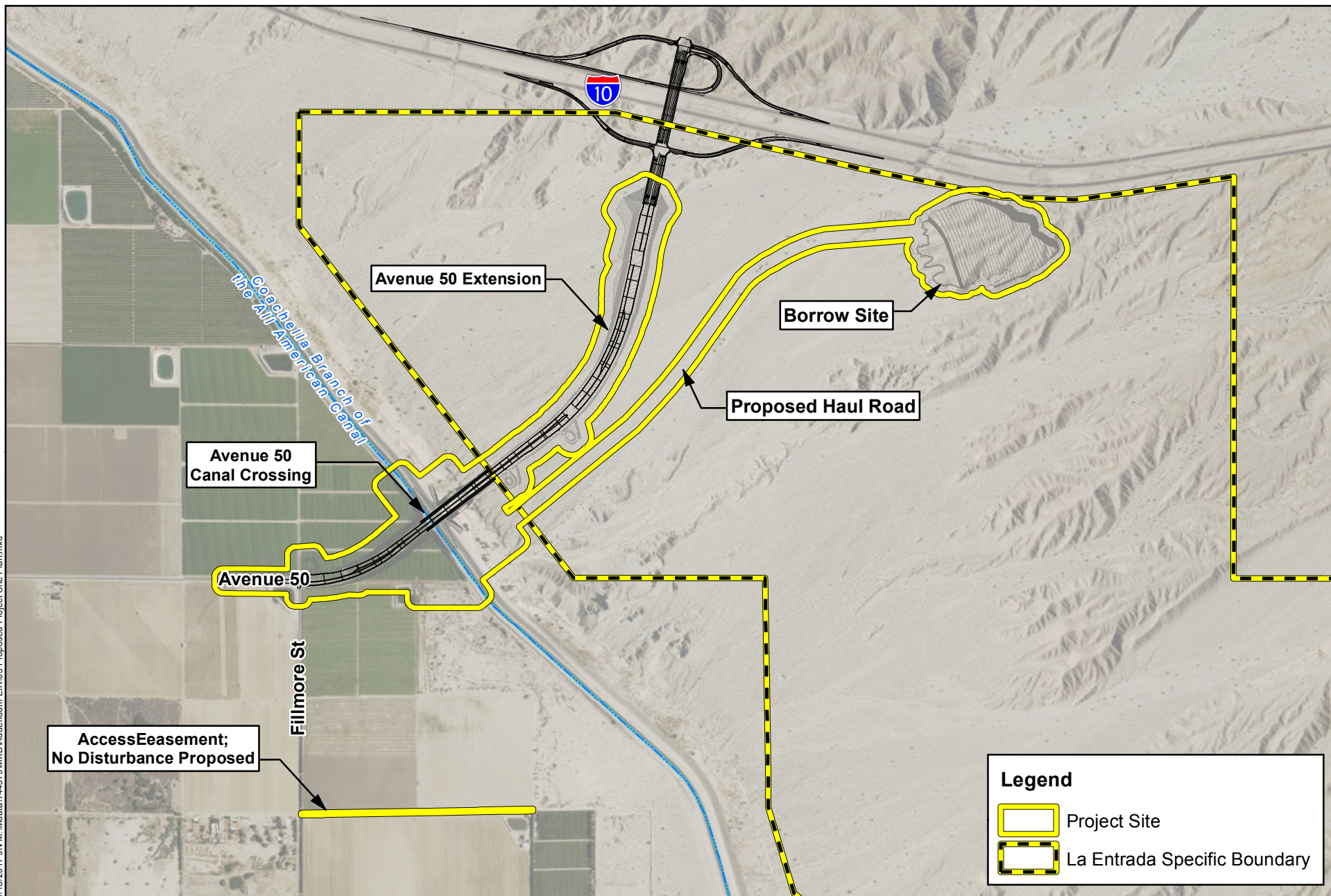


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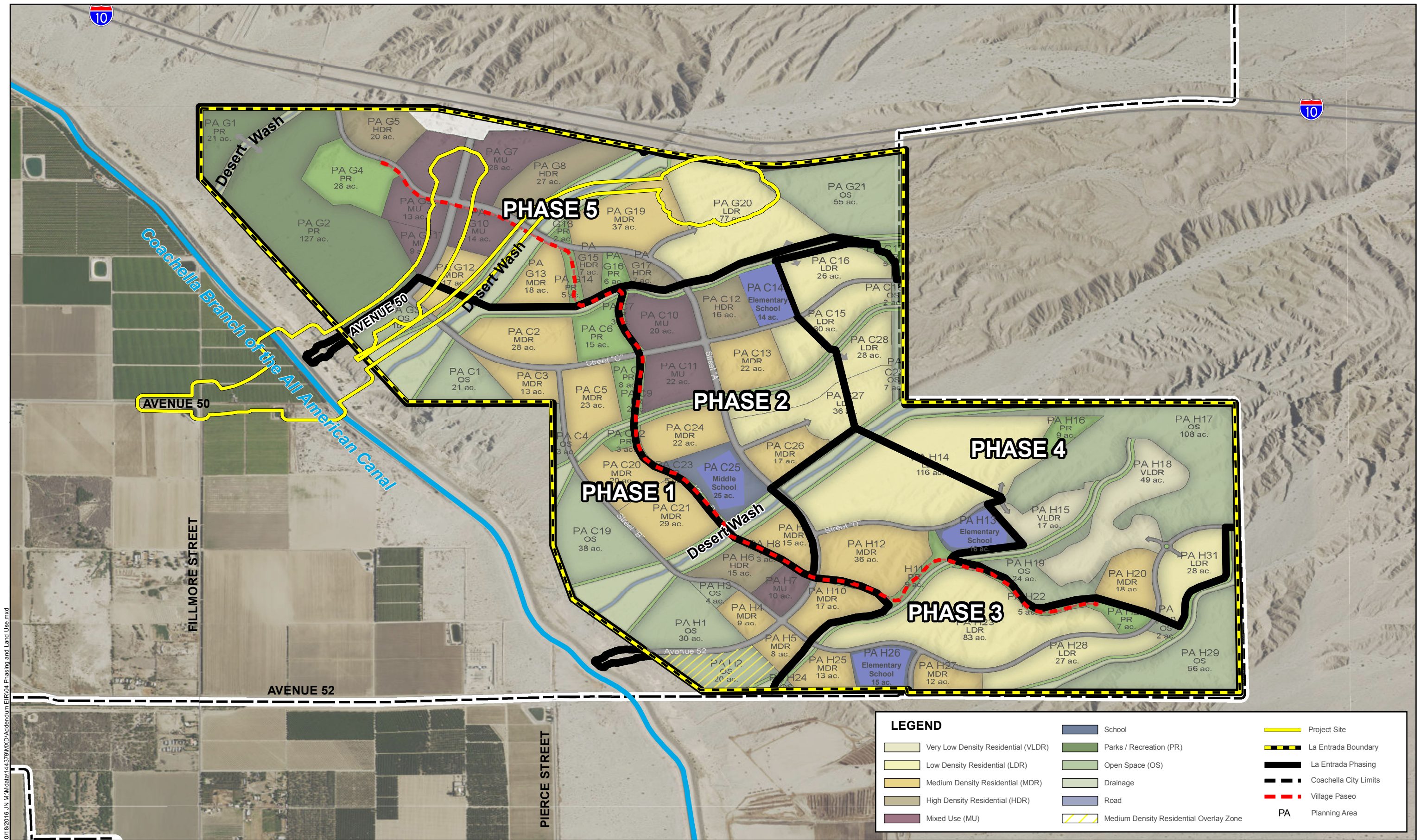


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4.0 ENVIRONMENTAL ANALYSIS

The purpose of this Section is to provide an analysis of the potential environmental consequences that are anticipated to occur as a result of implementation of the proposed Project. This Section is patterned after the CEQA Guidelines Appendix G Checklist. The characteristics of the proposed Project are described in Section 3.0, *Description of Proposed Project*.

4.1 AESTHETICS

Would the project:

- 1) *Have a substantial adverse effect on a scenic vista?*
- 2) *Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?*
- 3) *Substantially degrade the existing visual character or quality of the site and its surroundings?*
- 4) *Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?*

SP EIR Conclusions

The SP EIR concluded the following:

- Scenic Vistas (Threshold 4.1.1): Implementation of the Approved Project would not result in the temporary or permanent obstruction of scenic vistas within the Approved Project Area, including views of the Santa Rosa Mountains located west of the Approved Project site, and the Mecca Hills located east of the Approved Project site. Due to the prominence of the Mecca Hills, Little San Bernardino Mountains, Santa Rosa Mountains, and San Jacinto Mountains in the background, views of these natural landforms would not be permanently obstructed by the development envisioned under the Specific Plan. Development of the Approved Project site would be below the elevation of these viewers and would not permanently obstruct views beyond the site.

While scenic vistas would not be substantially affected by development of the Approved Project site as proposed under the Specific Plan, development of the site would transform views of the site from natural desert habitat and terrain to a developed condition with structures, green parks and landscaping. However, development within the Approved Project area has been anticipated by the City. Because the Approved Project is consistent with development envisioned in the General Plan, and because implementation of the Approved Project would not affect City-designated scenic vistas, potential impacts to scenic vistas would be less than significant. No mitigation is required.

- Scenic Resources (Threshold 4.1.2): The Approved Project site is not designated as a scenic resource in the City's General Plan, nor is it located along a designated State Scenic Highway. There are no City-designated scenic corridors in the Approved Project area. The Approved Project site is undeveloped vacant land and there are no historic buildings or other aesthetic structures onsite. The City's General Plan does not identify any specific trees considered to be scenic resources other than mature date palm trees. The Approved Project site contains relatively few small, dispersed trees (creosote bush and blue palo verde), and no mature date palm trees are located onsite. While the Approved Project site does contain small rock formations that would be

altered as a result of the site grading for building pads, the Approved Project includes design features and grading standards that include retention of steeper slopes on the site in natural open space and incorporation of existing landforms, vegetation, rock formations, and prevailing ridgelines in the Approved Project grading and design. The City's General Plan does not identify the presence of scenic rock outcroppings onsite. Therefore, the Approved Project's impacts on scenic resources, such as scenic resources within a State scenic highway, historic buildings, trees, and rock outcroppings or formations, is considered to be less than significant, and no mitigation is required.

- Visual Character (Threshold 4.1.3): Development of the Approved Project site would substantially alter the existing visual character and quality of the site. Generally, nearly all of the land east of the Coachella Canal is undisturbed desert terrain with low-lying vegetation and no ornamental vegetation. This existing undeveloped desert terrain that currently characterizes the site would be developed into a 2,200-acre master-planned community consisting of residential, mixed-use, school, park/recreation, and open space uses, permanently changing the visual character of the site. Although the proposed land use plan incorporates open space areas and retention of the natural drainage courses on the site for stormwater management, development of the site and extension of arterial routes into and through the site would permanently alter the visual conditions of the site. The changes may potentially degrade the visual character or quality of the site and its surroundings, or the views of surrounding areas. This is a significant adverse impact.

Standard Condition 4.1.1 would require the applicant to provide detailed project plans for architectural review by the City's Planning Commission at the time each Tentative Tract Map and/or Site Plan is submitted. Implementation of this Standard Condition would ensure that all development on the Approved Project site would be consistent with the City's design requirements in the Specific Plan and would ensure consistency with visual character of existing development within the City. However, there are no other feasible mitigation measures that can be implemented to reduce potential impacts to changes in visual character from site development to a less than significant level. Approved Project implementation would result in the conversion of the existing undeveloped site to a developed site. While the Approved Project would incorporate specific Project Design Features, grading guidelines, and Hillside Development Guidelines intended to avoid, reduce, offset, or otherwise minimize identified potential adverse impacts, Approved Project development would not retain the existing visual character of the site. Therefore, visual character impacts would be significant and unavoidable.

- New Sources of Light and Glare (Threshold 4.1.4): The Approved Project would introduce new light sources that are typical of urban development projects, including light sources such as street and parking lot lighting, landscape lighting, illuminated signs, exterior lighting on lamps and buildings, and automobile lighting (i.e., headlights). Currently, there are no existing sources of light or glare onsite. In addition, there are no existing street lights or signalized intersections immediately adjacent to the site. Although I-10 runs along the northern boundary of the site, this is not a lighted highway. While the Approved Project would add new lighting sources to the area, the number and type of lighting sources is not anticipated to substantially differ from that commonly utilized at existing developments within the City. However, because the site and the immediate surrounding area are relatively undeveloped with little to no existing light sources, the

Approved Project is anticipated to introduce a substantial amount of light and glare sources, where none previously existed, resulting in a significant adverse impact.

New traffic signal improvements would be added as a part of the Approved Project at the future intersections of internal roads. Traffic signals are not intended to provide on street lighting and are of an intensity that is much less than the typical street light. Traffic signals are also fitted with shielding to direct light toward a specific lane while blocking the view of the vehicles in lanes moving in other directions. By comparison, high pressure sodium lighting typically found in street lighting produces approximately 9,500 lumens or greater. Typical light-emitting diode (LED) traffic signal lights produce approximately 850 lumens. Due to the lower intensity of the lights used in the traffic signals and the use of shielding on the traffic signals to prevent the light from spreading, lighting impacts from the placement of new traffic control devices would be less than significant.

All development in the City is required to adhere to lighting requirements contained in the City's Zoning Code. Chapter 16.28.150(L) (Improvements and Grading); Chapter 17.56.010(J) (2)(e); (Signs); 17.54.010 (Off-Street Parking and Loading); Chapter 17.36.030(F) and (H), and 17.36.140(7) (Specific Plan District); and Chapter 17.62.010(17) (Site Plans). These measures are uniformly applied to all development in the City. The Specific Plan documents that the project-related lighting would be consistent with the City Zoning Code and would be shielded to avoid light spillage and glare off the site. As such, adherence to these measures would be mandatory and enforceable upon approval of the Approved Project plans. Adherence to the City's Zoning Code would ensure that any building or parking lighting would not significantly impact adjacent uses. Furthermore, SP EIR Mitigation Measure 4.1.1 would further reduce potential spillover light-related impacts of the Approved Project beyond the requirements identified in the City's Municipal Code. There are no dark skies or other ordinances regarding night lighting that would be applicable to the Specific Plan site and land uses. Therefore, impacts associated with this issue would be mitigated to a less than significant level based on compliance with the City Municipal Code, the Specific Plan, and SP EIR Mitigation Measure 4.1.1.

Analysis of Proposed Project

Development associated with the proposed Project could have a substantial adverse effect on a scenic vista and/or substantially alter the current visual character within and surrounding the Project area. The new roadway would also create new sources of light and glare, as a result of new street lights. These potential impacts were already accounted for and analyzed in the SP EIR, as described above. Additionally, the proposed Project does not involve any changes to approved land use or zoning designations. Therefore, potentially significant effects resulting from the proposed Project, such as those relating to aesthetics, have already been adequately analyzed in the earlier SP EIR and can be avoided/mitigated through compliance with SP EIR policies and programs; see SP EIR Thresholds 4.1.1 through 4.1.4 Further, the proposed Project does not trigger new aesthetic impacts requiring preparation of a subsequent EIR.

4.2 AGRICULTURAL AND FOREST 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:

- 1) 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?*
- 2) Conflict with existing zoning for agricultural use, or a Williamson Act contract?*
- 3) 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))?*
- 4) Result in the loss of forest land or conversion of forest land to non-forest use?*
- 5) 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?*

SP EIR Conclusions

The SP EIR concluded the following:

- Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Threshold 4.2.1): Implementation of the La Entrada Specific Plan (Approved Project) would result in a significant unavoidable impact to Prime and Unique Farmland. The location of State-designated farmlands for the Approved Project site is within the area proposed for the extension of Avenue 50. The proposed extension of Avenue 50 across the Coachella Canal would go through an existing vineyard, resulting in the conversion of approximately 0.025 acres of Prime Farmland and 9.5 acres of Unique Farmland. This would result in the conversion of existing State-designated active farmland to a non-agricultural roadway use. Due to the physical design constraints associated with the Avenue 50 alignment (e.g., the need to cross the Coachella Canal), the loss of approximately 0.025 acres of active Prime Farmland and 9.5 acres of active Unique Farmland cannot be avoided, and no feasible mitigation is available. The loss of this agricultural resource would be considered an unavoidable significant and adverse impact due to the resource value placed on farmland of this designation. The conversion of the 0.025 acres of onsite Prime Farmland would be equivalent to 0.00075 percent of the total loss of Prime Farmland in the County during the 2008-2010 period. Similarly, the conversion of the 9.535 acres of onsite Unique Farmland would be equivalent to 0.54 percent of the total loss of Unique Farmland in the County during this period. However, because Prime Farmland and Unique Farmland are considered to be a finite and irreplaceable resource, the conversion to a non-agricultural use is a significant impact.

Although the City has policies encouraging the preservation of agricultural land, the City does not currently utilize a banking or fee program to mitigate impacts to agricultural soils or lands. Therefore, the City does not have a mechanism available to mitigate the permanent loss of agricultural land. As such, impacts to Prime and Unique Farmland in the Approved Project Area as a result of Approved Project implementation would remain significant and unavoidable.

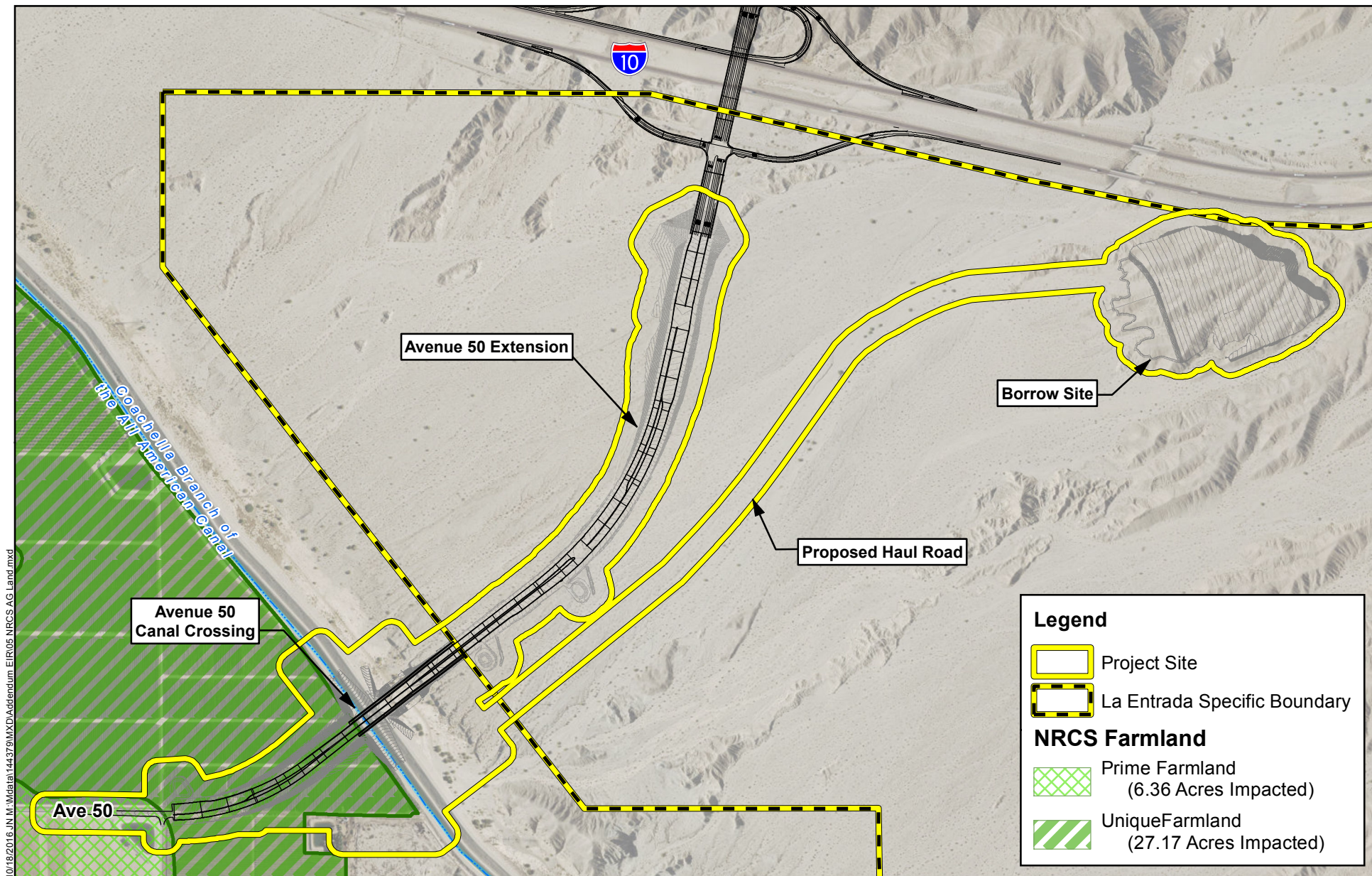
- Changes in the Existing Environment Resulting in Conversion of Farmland or Forest Land (Threshold 4.2.5): A Land Evaluation and Site Assessment (LESA) was conducted for the Approved Project. As described in Section 4.2 of the SP EIR, the type of soils located onsite combined with the location of the site relative to the amount and quality of agricultural operations within the Zone Of Influence for the site and the absence of Protected Resource Land results in low LE and SA subscores. Therefore, the LESA score for the Approved Project site of 30.2 points does not exceed the thresholds identified in the LESA that would indicate a significant agricultural resource impact. A less than significant impact would occur and no mitigation is required.

Analysis of Proposed Project

The proposed Project would include construction of a new 0.75-mile six-lane road with a raised landscaped median, parkways on each side of the roadway, and associated utilities and traffic signals on State-designated agricultural lands, which would result in a significant unavoidable impact to Prime and Unique Farmlands; refer to Exhibit 5 for a map of NRCS-designated agricultural lands in the context of the proposed Project area. However, all potentially significant effects resulting from the proposed Project, such as those relating to agricultural resources, have already been adequately analyzed in the earlier SP EIR and do not require additional analysis; see SP EIR Thresholds 4.2.1 and 4.2.5. As mentioned above, although the City has policies encouraging the preservation of agricultural land, the City does not currently utilize a banking or fee program to mitigate impacts to agricultural soils or lands. Therefore, the City does not have a mechanism available to mitigate the permanent loss of agricultural land.

There are no feasible measures that would reduce the proposed Project's agricultural resource impacts to a less than significant level, and impacts would remain significant and unavoidable. Nonetheless, the significant impacts identified in this analysis are not substantially greater than what was identified for the Project site in the SP EIR. Further, the proposed Project does not trigger new agricultural resource impacts requiring preparation of a subsequent EIR.

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NRCS Designated Agricultural Lands in the Proposed Project Area



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4.3 AIR QUALITY

Would the project:

- 1) Conflict with or obstruct implementation of the applicable air quality plan?*
- 2) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?*
- 3) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?*
- 4) Expose sensitive receptors to substantial pollutant concentrations?*
- 5) Create objectionable odors affecting a substantial number of people?*

SP EIR Conclusions

The SP EIR concluded the following:

- Air Quality Management Plan (AQMP) Consistency (Threshold 4.3.1): The Approved Project site is located within the Salton Sea Air Basin (SSAB). The SCAQMD has adopted a series of AQMPs to meet State and Federal ambient air quality standards. AQMPs are updated regularly in order to more effectively reduce emissions, accommodate growth, and to minimize any negative fiscal impacts of air pollution control on the economy.

Implementation of the Approved Project would result in a conflict with the 2012 AQMP. The Approved Project would facilitate development of new residential, recreational, and commercial land uses and associated infrastructure, which would exceed several South Coast Air Quality Management District (SCAQMD) emission thresholds during both construction and operation. Thus, even though the Approved Project is consistent with the land use plans in the 2012 AQMP, it is possible that these emissions would delay timely attainment of the air quality standards. Therefore, the emissions associated with construction, occupation, and use of the Approved Project are expected to exceed the General Plan projections and could delay timely attainment of air quality standards and the interim emissions reductions specified in the 2012 AQMP. This is considered to be a significant and unavoidable impact.

Adherence to SCAQMD rules and regulations, General Plan policies, and implementation of SP EIR Mitigation Measures 4.3.1 through 4.3.8 would reduce this impact, but not to a less than significant level. This impact would remain significant and unavoidable.

- Violation of Air Quality Standards (Threshold 4.3.2): Construction activities produce combustion emissions from various sources such as site grading, utility engines, onsite heavy-duty construction vehicles, asphalt paving, and motor vehicles transporting the construction crew. Exhaust emissions from construction activities envisioned onsite would vary daily as construction activity levels change. Implementation of the Approved Project would include demolition of miscellaneous minor structures and old roadways, site preparation and grading operations, and construction of the new facilities that would include the application of architectural coatings and paving operations. The grading concept for the Approved Project estimates that no import or export of materials is required and that grading would be balanced

onsite. The Approved Project would be developed in phases, as shown in Table 3 below. The phases are grouped to be consistent with the analysis performed in the Approved Project's Traffic Impact Analysis. While it is not expected that construction of any phase would overlap with any other, this analysis conservatively analyzes the construction of Phases 1 and 2 concurrently, Phases 3 and 4 concurrently, and Phase 5 alone. Mitigation Measure 4.3.8 prohibits the overlapping of construction phases.

Table 3: Approved Project Phasing

Phase	Acreage	Dwelling Units	Commercial/ Office	Grading/ Grading Duration	Construction Duration
1	480	1,471	110,000 sf/ 10.1 ac	3.5 million cy 12 months	2015-2020
2	270	1,393	360,000 sf/ 41.8 ac	4.5 million cy 9 months	2020-2025
3	340	1,243	--	7 million cy 18 months	2025-2030
4	340	1,031	--		2030-2034
5	550	2,662	1,040,879 sf/ 520 ac	4.1 million cy 9 months	2034-2045

Source: La Entrada Specific Plan Environmental Impact Report, July 2013, Section 4.3, Air Quality, p. 4.3-16.

Implementation of the Approved Project would facilitate the development of new residential, commercial, and industrial uses, which would introduce new stationary sources of air emissions into the Approved Project Area. Specifically, construction emissions from the Approved Project would exceed SCAQMD daily emissions thresholds for ROG, NOX, and CO emissions, and operational emissions from the Approved Project would exceed SCAQMD daily emissions thresholds for ROG, NOx, CO, and PM10 emissions; refer to Table 4 below. Therefore, the Approved Project would result in an overall increase in regional pollutant loads due to mobile source emissions and area source emissions. Adherence to SCAQMD rules and regulations, General Plan policies, and implementation of SP EIR Mitigation Measures 4.3.1 through 4.3.8 would reduce this impact, but not to a less than significant level. This impact would remain significant and unavoidable.

Table 4: Approved Project Significant Unavoidable Adverse Air Quality Impacts

Activity	ROG	NOX	CO	PM10	PM2.5
Construction					
Phases 1 & 2	X	X	X		
Phases 3 & 4	X	X	X		
Phase 5	X	X	X		
Operations	X	X	X	X	X

Source: La Entrada Specific Plan Environmental Impact Report, July 2013, Section 4.3, Air Quality, p. 4.3-32.
Note: SOX levels would be less than significant and therefore are not included in this table.
CO = carbon monoxide
NOX = nitrogen oxides
PM10 = particulate matter less than 10 microns in size
PM2.5 = particular matter less than 2.5 microns in size
ROG = reactive organic compounds
SOX = sulfur oxides

- Cumulatively Considerable Net Increase of the Region's Non-attainment Criteria Pollutants (Threshold 4.3.3): During construction, the Approved Project would temporarily contribute criteria pollutants to the area above the SCAQMD thresholds. Other projects in the area may be under construction at the same time as the Approved Project. The concurrent construction of two or more projects would generate fugitive dust and equipment emissions that could result in substantial short-term increases in air pollutants in the local area. Each project would be required to comply with the SCAQMD's standard construction measures required in Rule 403. However, because the Approved Project itself would result in a significant adverse air quality impact during construction related to ROG, NOX, and CO that cannot be mitigated to below a level of significance, it would also potentially contribute to a significant short-term cumulative adverse air quality impact in the area. Because there is no feasible mitigation available to reduce the construction-related ROG, NOX, and CO impacts to below a level of significance, there is no mitigation that would reduce the Approved Project contribution to cumulative short-term adverse air quality impacts to below a level of significance. Therefore, construction air quality impacts are considered cumulatively significant.

The traffic analysis for the Approved Project is a cumulative impacts assessment because the traffic model forecasts total traffic based on known cumulative projects and the City's General Plan. Because the Approved Project's air quality impact analysis uses this same cumulative traffic data, it also assesses cumulative impacts. Operation of the Approved Project would result in emissions of ROG, NOX, CO, PM10, and PM2.5 that exceed SCAQMD daily thresholds. Because there is no feasible mitigation available to reduce the ROG, NOX, CO, PM10, and PM2.5 impacts to below a level of significance, there is no mitigation that would reduce the Approved Project contribution to cumulative long-term adverse air quality impacts to below a level of significance. Therefore, operational air quality impacts are considered cumulatively significant.

- Sensitive Receptors (Threshold 4.3.4): Those who are sensitive to air pollution include children, the elderly, and persons with pre-existing respiratory or cardiovascular illness. SCAQMD considers a sensitive receptor to be a location where a sensitive individual could remain for 24 hours, such as long-term health care facilities, rehabilitation centers, and retirement homes. Residences, schools, playgrounds, child care centers, and athletic facilities can also be considered as sensitive receptors. Commercial and industrial facilities are not included in the definition because employees do not typically remain onsite for 24 hours. However, when assessing the impact of pollutants with 1-hour or 8-hour standards (such as NO₂ and carbon monoxide), commercial and/or industrial facilities would be considered sensitive receptors for those purposes.

The Approved Project site is currently vacant and undeveloped. There are no existing residences in the immediate vicinity of the site. There are existing residences along Avenue 51 and Avenue 52 that are all more than a mile from the nearest part of the site that could be exposed to increased pollutant concentrations from construction emissions. Additionally, during construction of the subsequent phases of the Approved Project, there could be residents of the earlier phases similarly exposed. However, due to the size of the construction areas, the majority of construction activities would be located 1,000 or more feet from these

sensitive receptors. Thus, measurable pollutant concentration increases are very unlikely. A less than significant impact is anticipated in this regard.

- Objectionable Odors (Threshold 4.3.5): Land uses generally associated with odor complaints include: agricultural uses (livestock and farming); wastewater treatment plants; food processing plants; chemical plants; composting operations; refineries; landfills; dairies; and fiberglass molding facilities. Construction of the Approved Project would require the presence of heavy-duty equipment onsite during construction, which would emit odors. While these odors could be objectionable near the equipment, all construction operations planned are sufficient distance from existing sensitive receptors and, during later phases of development, future sensitive receptors for which the natural dissipation in the air over that distance would prevent any health risk from objectionable odors. No other sources of objectionable odors are expected during Approved Project construction. No mitigation is required.

Operation of the Approved Project would not result in the establishment of land uses that may potentially generate objectionable odors. The proposed drainage system for the Approved Project development, as shown on the Conceptual Drainage Plan (SP EIR Figure 3.10), includes up to five retention basins and drainage earthen channels through the site. These water features have the potential to cause odors from bacteria generated by still or slow moving water and/or decaying plant materials. Mitigation Measure 4.9.2 provided in SP EIR Section 4.9, Hydrology and Water Quality, would require preparation and implementation of a maintenance plan for these water features, which would minimize odors caused by standing or retained water. Therefore, objectionable odors posing a health risk to potential onsite and existing offsite uses would not occur as a result of the Approved Project. No additional mitigation is required.

Analysis of Proposed Project

The proposed Project would result in the construction of 0.75 miles of new roadway, which is consistent with the General Plan designation, including the City's General Plan Update Mobility Element's Road Network Vision. As discussed previously, construction and operation of the proposed Project is planned to occur during Phase 1 of the Approved Project. As such, the air quality impacts of Phase 1, including the proposed Project, have already been analyzed in the SP EIR. Therefore, potential air quality impacts of the proposed Project are not substantially greater than what was identified for the Approved Project in the SP EIR. No new significant air quality impact or substantial increase in the severity of previously identified significant impacts in the SP EIR would occur with implementation of the proposed Project. Further, the proposed Project does not trigger new air quality impacts requiring preparation of a subsequent EIR.

4.4 BIOLOGICAL RESOURCES

Would the project:

- 1) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?*
- 2) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?*
- 3) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?*
- 4) 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?*
- 5) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?*
- 6) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?*

SP EIR Conclusions

The SP EIR concluded the following:

- Impacts to Special-Status Plant and Wildlife Species (Threshold 4.4.1): Implementation of the Approved Project could result in the loss or degradation of existing populations or suitable habitat of special-status plant and wildlife species. Specifically, approximately 18.8 acres of Desert Dry Wash Woodland, a plant community of special interest to the CDFW, are present onsite. The Approved Project would impact approximately 16.6 acres that would be considered CDFW-vegetated streambed, including 6.6 acres of Desert Dry Wash Woodland that adjoins actual streambed. The additional 12.2 acres of Desert Dry Wash Woodland onsite would not be affected. A mitigation plan and CDFW 1602 Agreement would be required prior to commencement of any construction activities within jurisdictional areas, as outlined in SP EIR Mitigation Measure 4.4.5, which requires that the acreage of impacted Desert Dry Wash Woodland would be re-created within the drainage system, such that there is no net loss of vegetation associated with the streambed. The 1602 Agreement would include measures to protect fish and wildlife resources while constructing the Approved Project. A streambed alteration agreement reduces all impacts associated with the Desert Dry Wash Woodland. SP EIR Mitigation Measure 4.4.5 requires development of a mitigation plan that will be reviewed and approved by the appropriate resource agencies to compensate for the loss of riparian habitat by 1) onsite habitat creation or enhancement of riparian habitat, 2) offsite creation or enhancement of riparian habitat, and/or 3) participation in an established mitigation bank program. Habitat enhancement or replacement will be subject to a success criterion equal to a 1:1 or greater vegetative cover currently associated with existing streambeds. Therefore, there would be no net loss of vegetation associated with the

streambeds. Implementation of SP EIR Mitigation Measure 4.4.5 would ensure that impacts related to Desert Dry Wash Woodland and CDFW jurisdictional waters are reduced to a less than significant level.

A total of 19 special-interest species were identified in the Approved Project Biological Resources Assessment (BRA) having probability of occurrence onsite. These species have no official State or federal protection status; however, some of these species are covered by the Coachella Valley Multiple Species Habitat Conservation Plan (CVMSHCP). Eight non-listed species covered by the CVMSHCP with the potential to occur onsite are the Mecca aster, flat-tailed horned lizard, burrowing owl, Crissal thrasher, LeConte's thrasher, southern yellow bat, Palm Springs pocket mouse, and Palm Springs round-tailed ground squirrel. These species are covered by the CVMSHCP incidental take permits and are conserved through the CVMSHCP's pre-established Conservation Areas and mitigation measures. The City would require payment of the CVMSHCP mitigation fees by the Approved Project proponent to ensure compliance with the CVMSHCP for non-listed species covered by the CVMSHCP. As noted, these species are covered under the CVMSHCP, and there is no requirement to conduct protocol surveys.

Furthermore, the other non-listed species not covered by the CVMSHCP include plant, bat, pocket mouse and badger that occupy the same habitats as the covered species, although their population distribution is not as limited as the covered species. Because these species were not observed during field surveys, onsite habitat is of low quality, and are more widely distributed than those covered by the CVMSHCP, the CVMSHCP would preserve habitat elsewhere (outside of the Approved Project site) that would be used by these species. Therefore, impacts to non-listed species would be less than significant, and no mitigation would be required.

The Approved Project site contains marginally suitable habitat for the Coachella Valley milkvetch and moderately suitable habitat (the entire site) for the desert tortoise. As stated previously, the Coachella Valley milkvetch is a federally listed endangered species, whereas the desert tortoise is both a federally and State listed threatened species. Both species are covered by the CVMSHCP; therefore, the payment of fees and pre-construction surveys for the desert tortoise are all that is required. Although the desert tortoise has not been found during past or current surveys of the site, desert tortoise habitat is present throughout the entire Approved Project site.

Approved Project implementation would develop the site with a variety of uses and result in a loss of habitat for threatened and endangered species on the site. Potential impacts to the Coachella Valley milkvetch as a result of Approved Project implementation would be mitigated to less than significant levels through compliance with the CVMSHCP through the payment of mitigation fees. Impacts to the desert tortoise and its associated habitat would also be reduced to a level of less than significant through payment of mitigation fees, and compliance with additional CVMSHCP compliance measures, which include pre-construction surveys and notification to USFWS if tortoises are found. In addition, compliance with SP EIR Mitigation Measure 4.4.1, which requires pre-construction surveys, in the event tortoises are found, requires the Approved Project applicant to notify the USFWS prior to the issuance of any grading permit to allow USFWS to salvage the tortoises.

As previously stated, the entire Approved Project site contains potential habitat for the burrowing owl, a species protected under the MBTA, California Fish and Game Code, and the CVMSHCP. Although participation, through payment of the CVMSHCP mitigation fee would reduce impacts to the burrowing owl, mitigation is required to ensure compliance with the MBTA and the California Fish and Game Code as it applies to this species. Under the MBTA of 1918 and under Sections 3503, 3503.5, and 3800 of the California Fish and Game Code, burrowing owls, their nests, and their eggs are protected from “take” (meaning destruction, pursuit, possession, etc.). Implementation of SP EIR Mitigation Measures 4.4.2, 4.4.3, and 4.4.4 would mitigate potential impacts by requiring pre-construction surveys to ensure compliance with State and federal regulations related to the burrowing owl, consistent with survey protocols established by the CDFW, preventing the direct take of a burrowing owl or any raptor and prescribes avoidance measures in the event a burrowing owl is found onsite, and ensuring compliance with California Fish and Game Code and the MBTA. These measures would reduce the impacts to nesting birds and allow the young to fledge without disturbance. Therefore, implementation of SP EIR Mitigation Measures 4.4.2, 4.4.3, and 4.4.4 would reduce potentially significant impacts to the burrowing owl and other migratory birds to a less than significant level.

- Impacts to Riparian Habitat or Sensitive Natural Communities (Threshold 4.4.2): There are a total of approximately 218.13 acres of CDFW jurisdictional area on the Approved Project site. Of the 218.13 acres of CDFW jurisdictional area, approximately 10.0 acres are considered CDFW vegetated streambed and 6.6 acres are adjoining Desert Dry Wash Woodland, which would be considered CDFW jurisdictional vegetation. Based on the most current design plans, approximately 191.60 acres of jurisdictional area would be impacted (123.49 acres permanent, 68.11 acres temporary) by implementation of the Approved Project. A CDFW 1602 Agreement would be required prior to commencement of any construction activities within jurisdictional areas, as specified in SP EIR Mitigation Measure 4.4.5, as well as development of a mitigation plan that will be reviewed and approved by the appropriate resource agencies. Compliance with SP EIR Mitigation Measure 4.4.5 would reduce potentially significant impacts regarding riparian habitat and/or sensitive natural communities to a level that is less than significant.
- Wetlands (Threshold 4.4.3): The Approved Project site does not include any ACOE jurisdictional waters. Based on the detailed analysis of onsite hydrologic conditions, the relevant reaches have an insubstantial or speculative effect on the chemical, physical or biological significant nexus to the Whitewater River, and therefore to the Salton Sea. Based on the proximity to the Salton Sea (16.5 miles), average annual rainfall of approximately 2.98 inches, and the general flow dynamics, a significant nexus finding could not be established. No ACOE jurisdictional waters/wetlands were noted onsite and ACOE jurisdiction is therefore considered absent because the onsite drainages lack a significant nexus to the Salton Sea. An Approved Determination, per ACOE Regulatory Guidance Letter 08-02 dated June 26, 2008, will be required to verify the preliminary conclusions regarding ACOE jurisdiction on the Approved Project site, as required in Mitigation Measure 4.4.6. If the ACOE concurs, then a Permit would not be required, but the RWQCB may require a Report of Waste Discharge under Porter-Cologne and issue Waste Discharge Requirements. If the ACOE does assert jurisdiction, then an Individual Permit would likely be required, and RWQCB regulation

would be through CWA Section 401. Compliance with SP EIR Mitigation Measure 4.4.6 would reduce potentially significant impacts regarding wetlands to a level that is less than significant.

- Migratory Wildlife Corridors (Threshold 4.4.4): The Approved Project site is adjacent to and in the vicinity of three CVMSHCP Conservation Areas as shown in CVMSHCP, Section 4.3. All three Conservation Areas contain biological corridors and linkages between the San Jacinto/Santa Rosa Mountains and the San Bernardino Mountains. The Mecca Hill/Orocopia Mountains Conservation Area and East Indio Hills Conservation Area are approximately 1 mile from the Approved Project site, and the southeast corner of the site abuts the Desert Tortoise and Linkage Conservation Area. However, implementation of the Approved Project would not interfere with these Conservation Areas. Additionally, the Approved Project would not have indirect effects to the Desert Tortoise and Linkage Conservation Area, because development is not proposed adjacent to this Conservation Area based on the site's topography and project design. As such, the Land Use Adjacency Guidelines established in Section 4.5 of the CVMSHCP would not be applicable to the Approved Project. A less than significant impact would occur in this regard.
- Conflicts with Local Policies or Ordinances (Threshold 4.4.5): The City does not currently have a tree preservation policy or ordinance preventing or restricting the removal of trees onsite. However, the City requires that project sites and development plans be reviewed by a qualified wildlife biologist and horticulturalist to identify any impacts to habitat areas of rare, threatened, and endangered wildlife and plant resources and to recommend appropriate mitigation measures including the salvage and reuse of native vegetation in project landscaping. The City also requires appropriate mitigation measures to protect rare, threatened, and endangered wildlife and plant resources including designation as Open Space. Through participation in the CVMSHCP and through implementation of SP EIR Mitigation Measures 4.4.1 through 4.4.7, impacts related to potential conflicts with the City's local policies or ordinances protecting biological resources would be less than significant, and no mitigation is required. SP EIR Mitigation Measures 4.4.1 through 4.4.6 require surveys and other pre-construction activities and specific activities during construction to avoid or minimize project impacts on the desert tortoise, burrowing owl, nesting birds, and water resources.
- Conflicts with Habitat Conservation Plans (Threshold 4.4.6): The Approved Project is within the planning boundary of the CVMSHCP; however, the Approved Project site is not within a specific Conservation Area. The Approved Project is within close proximity to three CVMSHCP Conservation Areas, however, would avoid direct impacts to these Conservation Areas because the Approved Project is not located within a Conservation Area. In addition, the Approved Project would not have indirect effects to the Desert Tortoise and Linkage Conservation Area, located adjacent to the southeast corner of the site because development is not proposed adjacent to this Conservation Area. This area is designated in the Specific Plan as 56 acres of open space which would buffer future development onsite from the Conservation Area. Therefore, impacts related to potential conflicts with an adopted HCP would be less than significant.

Although the impacts of the Approved Project related to conflicts with the CVMSHCP are less than significant, as a signatory to the CVMSHCP, the City will require the Approved Project applicant to pay the local development mitigation fee (LDMP) adopted pursuant to the Mitigation Fee Act,

Government Code Section 66000 et seq. prior to the issuance of certificates of occupancy for the commercial/industrial and residential uses on the site as described in Mitigation Measure 4.4.7.

Analysis of Proposed Project

A *Habitat Assessment and CVMSHCP Consistency Analysis* (Michael Baker International 2016; see Appendix A) was prepared for the proposed Project, the results of which are referenced in the analysis below. In addition, it should be noted that no new significant impact to biological resources or substantial increase in the severity of previously identified significant impacts within the SP EIR would occur with implementation of the proposed Project. All potential impacts relating to biological resources can be avoided/mitigated through compliance with SP EIR policies and mitigation measures, and the established regulatory framework (see SP EIR Thresholds 4.4.1 through 4.4.6, above). Further, the proposed Project does not trigger new impacts to biological resources requiring preparation of a subsequent EIR.

Impact 4.4-1: *Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service? Determination: Less Than Significant With Incorporation of Mitigation Previously Identified in the SP EIR.*

Vegetation: According to the *Habitat Assessment and CVMSHCP Consistency Analysis*, the biological survey area associated with the Project site contains one vegetation community: creosote bush scrub, primarily found east of the Canal and encompassing approximately 122.6 acres. Approximately 9.0 acres of this vegetation community, immediately northeast of the Canal, has been disturbed as a result of off-road vehicle use and routine maintenance activities associated with the Canal and electrical transmission corridor. Dominant plant species occurring within this vegetation community include creosote (*Larrea tridentata*), sweetbush (*Bebbia juncea*), Blue paloverde (*Parkinsonia florida*), indigo bush (*Psoralea schottii*), smoke tree (*Psoralea spinosus*), desert lavender (*Condea emoryi*), white bursage (*Amrposia dumosa*), desert holly (*Atriplex hymenelytra*), California croton (*Croton californicus*), desert trumpet (*Eriogonum inflatum*), and tamarisk (*Tamarix ramosissima*). In addition, there were three (3) human-modified areas observed within the biological survey area: agriculture (24.2 acres), disturbed (20.7 acres), and developed (2.1 acres).

No special-status plant species were observed. However, based on existing conditions and surrounding habitats, it was determined that portions of the biological survey area have a low potential to support gravel milk-vetch (*Astragalus sabulonum*), ribbed cryptantha (*Cryptantha costata*), winged cryptantha (*Cryptantha holoptera*), glandular ditaxis (*Ditaxis claryana*), Newberry's velvet-mallow (*Horsfordia newberryi*), and Mecca-aster (*Xylorhiza cognata*). All remaining special-status plant species are presumed absent based on specific habitat requirements, known distributions, and availability and quality of the onsite habitat.

Wildlife: No fish or amphibians were observed. Several ephemeral washes occur throughout the northern portions of the biological survey area; however, these ephemeral washes do not support standing water that would be sufficient to support fish or amphibian populations.

Four (4) reptilian species were observed desert iguana (*Dipsosaurus dorsalis*), western zebra-tailed lizard (*Callisaurus draconoides rhodostictus*), Great Basin whiptail (*Aspidoscelis tigris tigris*), and red racer

(*Coluber flagellum piceus*). Other common reptilian species expected to occur include desert horned lizard (*Phrynosoma platyrhinos*), western side-blotched lizard (*Uta stansburiana elegans*), and Colorado Desert sidewinder (*Crotalus cerastes laterorepens*).

The biological survey area provides suitable habitat for a limited variety of mammalian species; however, most mammal species are nocturnal and are difficult to observe during a diurnal field visit. Three (3) mammalian species were observed during the field investigation: desert cottontail (*Sylvilagus audubonii*), black-tailed jackrabbit (*Lepus californicus*), and coyote (*Canis latrans*). Other common mammalian species that could occur within the biological survey area include white-tailed antelope squirrel (*Ammospermophilus leucurus*), and Merriam's kangaroo rat (*Dipodomys merriami*), desert pocket mouse (*Chaetodipus penicillatus*), deer mouse (*Peromyscus maniculatus*), and San Diego desert wood rat (*Neotoma lepida*).

A total of ten (10) avian species were identified during the field investigation, including mourning dove (*Zenaida macroura*), northern mockingbird (*Mimus polyglottos*), greater roadrunner (*Geococcyx californianus*), black-tailed gnatcatcher (*Polioptila melanura*), lesser nighthawk (*Chordeiles acutipennis*), Common raven (*Corvus corax*), verdin (*Auriparus flaviceps*), horned lark (*Eremophila alpestris*), rock pigeon (*Columba livia*), and house finch (*Haemorhous mexicanus*). However, no active avian nests or birds displaying breeding behaviors were observed. Vegetation within the biological survey area provides suitable foraging and cover habitat, and nesting opportunities for a variety of resident and seasonal avian species. Further, several remnant avian nests were observed throughout the northern portion of the biological survey area in stands of creosote, tamarisk, and blue paloverde.

Black-tailed gnatcatcher (*Polioptila melanura*) was the only special-status wildlife species observed during the field investigation. However, based on existing conditions and surrounding habitats, it was determined that portions of the biological survey area have a high potential to support burrowing owl (*Athene cunicularia*). Therefore, construction and operation of the proposed Project could result in potentially significant impacts to burrowing owl and/or nesting birds. The Project site has a low potential to support other special-status wildlife species including desert tortoise (*Gopherus agassizii*), Palm Springs pocket mouse (*Perognathus longimembris bangsi*), American badger (*Taxidea taxus*), Le Conte's thrasher (*Toxostoma lecontei*), and Palm Springs round-tailed ground squirrel (*Xerospermophilus tereticaudus chlorus*).

Burrowing owl is a species protected under the MBTA, California Fish and Game Code, and the CVMSHCP. Although payment of the CVMSHCP mitigation fee would reduce impacts to the burrowing owl, mitigation is required to ensure compliance with the MBTA and the California Fish and Game Code as it applies to this species. Under the MBTA of 1918 and under Sections 3503, 3503.5, and 3800 of the California Fish and Game Code, burrowing owls, their nests, and their eggs are protected from "take" (meaning destruction, pursuit, possession, etc.). Implementation of SP EIR Mitigation Measures 4.4.2, 4.4.3, and 4.4.4, described below, would mitigate potential impacts by requiring pre-construction surveys to ensure compliance with State and federal regulations related to the burrowing owl, consistent with survey protocols established by the CDFW, preventing the direct take of a burrowing owl or any raptor and prescribes avoidance measures in the event a burrowing owl is found onsite, and ensuring compliance with California Fish and Game Code and the MBTA. These measures would reduce the impacts to nesting birds and allow the young to fledge without disturbance. Therefore, implementation of SP EIR Mitigation

Measures 4.4.2, 4.4.3, and 4.4.4 would reduce potentially significant impacts to the burrowing owl and other migratory birds to a less than significant level.

- **SP EIR Mitigation Measure 4.4.2:** The Project Applicant shall retain a qualified biologist to conduct pre-construction surveys for burrowing owls within the construction area and adjacent areas within 500 feet of the development footprint, or to the edge of the property if less than 500 feet, no less than 14 days prior to any ground-disturbing activities. The pre-construction surveys shall be approved by the City of Coachella Director of Development Services and conducted in accordance with current survey protocols provided in the California Department of Fish and Wildlife (CDFW) Staff Report on Burrowing Owl Mitigation (March 7, 2012).
- **SP EIR Mitigation Measure 4.4.3:** In the event a burrowing owl is found to be present onsite during the pre-construction survey, the Project Applicant shall ensure the following applicable avoidance measures, derived from the guidelines of the Staff Report on Burrowing Owl Mitigation (March 7, 2012), are implemented:
 - Avoid disturbing occupied burrows during the breeding nesting period, from February 1 through August 31. If burrows are occupied by breeding pairs, an avoidance buffer should be established by a qualified biologist. The size of such buffers is generally a minimum of 300 feet, but may increase or decrease depending on surrounding topography, nature of disturbance and location and type of construction. The size of the buffer area will be determined by a qualified biologist. Continued monitoring will be required to confirm that the specified buffer is adequate to permit continued breeding activity.
 - Avoid impacting burrows occupied during the nonbreeding season by migratory or non-migratory resident burrowing owls.
 - Avoid direct destruction of occupied burrows through chaining (dragging a heavy chain over an area to remove shrubs) or disking.
 - Develop and implement a worker awareness program to increase the onsite worker's recognition of and commitment to burrowing owl protection.
 - Place visible markers near burrows to ensure that equipment and other machinery does not collapse occupied burrows.
 - Do not fumigate, use treated bait, or other means of poisoning nuisance animals in areas where burrowing owls are known or suspected to occur.

If an occupied burrow is present within the development area, the Project Applicant shall ensure that a clearance mitigation plan is prepared in accordance with the Staff Report and is approved by the CDFW prior to implementation. This plan will specify the procedures for confirmation and exclusion of non-breeding owls from occupied burrows, followed by subsequent burrow destruction. There shall also be provisions for maintenance and monitoring to ensure that owls do not return prior to construction. Breeding owls shall be avoided until the breeding cycle is complete.

- **SP EIR Mitigation Measure 4.4.4:** The Project site should be cleared of vegetation outside the general bird nesting season (February 1 through August 31) to minimize potential conflicts with the Migratory Bird Treaty Act (MBTA). In the event that vegetation is not removed outside the bird nesting season, a pre-construction nesting bird survey shall be conducted by a qualified biologist three (3) days prior to vegetation removal. If nesting birds protected by the MBTA are found, the biologist shall prescribe avoidance measures to be approved by the City of Coachella Director of Development Services, such as a construction buffer, until the nesting activity is concluded. The specific details of these measures depend on such factors as the species, nesting stage, topography, and type of adjacent work. Any specified buffer less than 300 feet will require continued monitoring until nesting is complete to verify its adequacy for preventing nest failure due to construction disturbance.

Impact 4.4-2: *Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?*
Determination: Less Than Significant Impact.

The *Habitat Assessment and CVMSHCP Consistency Analysis* prepared for the proposed Project included a survey for wetlands and riparian areas. The Canal is a concrete-lined trapezoidal aqueduct that runs southeast to northwest through the western portion of the proposed Project area. The Canal transports water for irrigation from the Colorado River to the Coachella Valley north of the Salton Sea. Additionally, there are several ephemeral drainage features located east of the Canal throughout the northern portions of the proposed Project area. These drainage features follow onsite topography and flow in a northeast-to-southwest direction. Since the Canal is used as an aqueduct for irrigation and was constructed prior to the Federal Clean Water Act (CWA), it is assumed that the Canal does not fall under the regulatory authority of the U.S. Army Corps of Engineers (Corps). In addition, drainage features east of the Canal are considered intrastate isolated waters as they lack a surface hydrologic connection to any downstream waters of the U.S. As a result, these drainage features lack Corps jurisdiction and would only be subject to the jurisdictional authority of the Regional Board and CDFW. Prior to implementation of the proposed Project, communication with the Corps, Regional Board, and CDFW shall be initiated to confirm the need for regulatory approvals. A less than significant impact to riparian areas is anticipated.

In addition, no natural communities of special concern were identified by the CNDDDB during the records search as occurring within the Indio and Thermal Canyon USGS 7.5-minute quadrangles, and no natural communities of special concern were found to be present within the proposed Project area during the biological resources survey conducted as part of the habitat assessment. Therefore, no impacts would occur with construction or operation of the proposed Project regarding sensitive natural communities.

Impact 4.4-3: *Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?* **Determination: Less Than Significant Impact.**

As discussed in Impact 4.4-2 above, there are ephemeral drainage features located east of the Canal throughout the northern portions of the proposed Project area. However, since the Canal is used as an aqueduct for irrigation and was constructed prior to the Federal Clean Water Act (CWA), it is assumed

that the Canal does not fall under the regulatory authority of the U.S. Army Corps of Engineers (Corps). In addition, drainage features east of the Canal are considered intrastate isolated waters as they lack a surface hydrologic connection to any downstream waters of the U.S. As a result, these drainage features lack Corps jurisdiction and would only be subject to the jurisdictional authority of the Regional Board and CDFW. Prior to implementation of the proposed Project, communication with the Corps, Regional Board, and CDFW shall be initiated to confirm the need for regulatory approvals. Therefore, a less than significant impact to wetlands is anticipated.

Impact 4.4-4: *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?* **Determination: Less Than Significant Impact.**

The proposed Project site is adjacent to and in the vicinity of three CVMSHCP Conservation Areas as shown in CVMSHCP, Section 4.3. All three Conservation Areas contain biological corridors and linkages between the San Jacinto/Santa Rosa Mountains and the San Bernardino Mountains. The Mecca Hill/Orocopia Mountains Conservation Area and East Indio Hills Conservation Area are approximately one (1) mile from the proposed Project area. As such, these areas are a considerable distance from the proposed Project site, and the proposed Project is not expected to result in impacts to wildlife corridors. A less than significant impact would occur.

Impact 4.4-5: *Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?* **Determination: Less Than Significant Impact.**

As noted in the SP EIR biological resource discussion above, the City does not currently have a tree preservation policy or ordinance preventing or restricting the removal of trees onsite. However, the City requires that project sites and development plans be reviewed by a qualified wildlife biologist and horticulturalist to identify any impacts to habitat areas of rare, threatened, and endangered wildlife and plant resources and to recommend appropriate mitigation measures including the salvage and reuse of native vegetation in project landscaping. As discussed above, the *Habitat Assessment and CVMSHCP Consistency Analysis* prepared for the proposed Project states that no special-status plant species were observed during the biological survey, and only one special-status wildlife species (Black-tailed gnatcatcher) was observed. Based on existing conditions and surrounding habitats, it was determined that portions of the biological survey area have a high potential to support burrowing owl (*Athene cunicularia*).

Through participation in the CVMSHCP, and implementation of SP EIR Mitigation Measures 4.4.2, 4.4.3, and 4.4.4, described above, impacts related to potential conflicts with the City's local policies or ordinances protecting biological resources would be reduced to a less than significant level, and no additional mitigation is required.

Impact 4.4-6: *Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?* **Determination: Less Than Significant Impact.**

According to the *Habitat Assessment and CVMSHCP Consistency Analysis* prepared for the proposed Project, the proposed Project is located within the boundaries of the CVMSHCP but is not located within any identified Conservation Areas. The City of Coachella is a Permittee and required to comply with the

requirements set forth in the CVMSHCP. In developing the conservation goals and objectives of the CVMSHCP, the proposed Project was identified as a facility to be developed, and is therefore considered to be a Covered Activity under the CVMSHCP. Since the proposed Project has been identified as a Covered Activity and is located outside designated conservation areas, construction of the proposed Project is expected to be consistent with the applicable avoidance, minimization, and mitigation measures set forth in Section 4.4 of the CVMSHCP. With implementation of these measures, the proposed Project would be in compliance with the CVMSHCP and a less than significant impact would occur. Since the proposed Project would implement CVMSHCP mitigation measures, no additional mitigation is required.

Mitigation Measures

The *Habitat Assessment and CVMSHCP Consistency Analysis* conducted for the proposed Project (included in this Addendum EIR as Appendix A) includes SP EIR Mitigation Measures 4.4.2, 4.4.3, and 4.4.4 as mitigation for potentially significant impacts to nesting birds and burrowing owl that could result from Project implementation. The above analysis demonstrates that the potential biological resource impacts identified in this analysis are not substantially greater than what was identified for the Approved Project site in the SP EIR, and that those impacts identified as “Less Than Significant With Incorporation of Mitigation Previously Identified in the SP EIR” would be sufficiently mitigated with the applicable SP EIR Mitigation Measures, as described above. No additional mitigation is required.

4.5 CULTURAL AND PALEONTOLOGICAL RESOURCES

Would the project:

- 1) *Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines §15064.5?*
- 2) *Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines §15064.5?*
- 3) *Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?*
- 4) *Disturb any human remains, including those interred outside of formal cemeteries?*

Tribal Cultural Resources

Assembly Bill 52 (AB 52) establishes a new category of resources under CEQA called tribal cultural resources (TCRs) that considers the tribal cultural values, in addition to the scientific and archaeological values, when determining impacts and mitigation. AB 52 requires that a project with an effect that may cause a substantial adverse change in the significance of a TCR, as defined, is a project that may have a significant effect on the environment. TCRs are defined by tribes and can include archaeological resources, sacred lands, creation areas, or other traditional cultural properties that are not represented in archaeological remains. Thus, depending on the TCR, it may or may not overlap with a resource traditionally addressed in a cultural resources evaluation or CEQA analysis.

AB 52 is applicable to those projects which commenced under CEQA beginning July 1, 2015. Since the La Entrada SP EIR commenced prior to this date, it is not subject to AB 52. Thus, TCRs are not specifically evaluated in either the cultural report or this analysis. A sacred land search was conducted in concert with the Native American Heritage Commission and resulted in negative results. To the extent any TCRs overlap with those resources traditionally addressed in the cultural resources evaluation or CEQA analysis, they are addressed herein.

SP EIR Conclusions

The SP EIR concluded the following:

- Historical Resources (Threshold 4.5.1): The cultural and paleontological analysis conducted for the Approved Project Area is split into two separate areas of analysis; one for Phase 1 only and one for Phases 2 through 5.

Phase 1: Crossings over the Coachella Canal are required as part of Phase 1 of the Approved Project to extend Avenues 50 and 52 to provide access to the site. At these crossings, one or more reinforced concrete box culverts would be constructed. A series of concrete arch culverts are proposed for the drainage facility behind the levee. The drainage culverts behind the levee would utilize precast concrete arch sections that would provide longer spans than traditional rectangular reinforced concrete box culverts. Although the drainage culverts would involve changes to the Coachella Canal, these changes would not impact the historical significance of the Coachella Canal. The Coachella Canal was determined to be eligible for the National Register because of the key role the Coachella Canal played in developing an intensive agricultural economy and the physical features that define its historic design and construction methods typical of Coachella

Canal construction in the 1930s and 1940s. The Coachella Canal would still embody these characteristics with construction of the proposed crossings. Therefore, Phase 1 of the La Entrada Specific Plan would not adversely impact the Coachella Canal.

Phases 2 through 5: Previous cultural resources surveys conducted for this area did not identify any historic resources; as a result, Phases 2 through 5 of the Approved Project are not expected to adversely impact historic resources. However, a site-specific field survey of the parts of the site outside the Phase 1 area was not conducted as part of the current cultural resources evaluation, which covered only the Phase 1 area of the site. SP EIR Mitigation Measure 4.5.5 requires the Approved Project applicant to conduct site surveys and records searches, and prepare Cultural Resources Survey Reports for areas onsite outside the Phase 1 area prior to the submittal of Tentative Tract Maps for those areas. Those reports will include the results of updated records searches and site surveys. They will describe whether there are any historic resources on the portions of the site outside the Phase 1 area and, if so, if the proposed development in a Tentative Tract Map would affect those resources and the measures required to address those effects. As a result, it is expected that impacts related to historic resources would be less than significant after mitigation.

- Archaeological Resources (Threshold 4.5.2): As with Threshold 4.5.1 discussed above, the Approved Project Area is split into two separate areas of analysis; one for Phase 1 only and one for Phases 2 through 5.

Phase 1: Archival research indicated that three archaeological resource sites are located within the Phase 1 area: two historic trail segments (CA-RIV-4844 and CA-RIV-4894) and one historic prospecting locale with quartz shatter and areas of scattered cairn rocks (CA-RIV-4852). Consistent with previous recommendations regarding the trails, they were not recommended as significant archaeological resources under CEQA because they are highly fragmented, noncontiguous, disjointed foot paths. The prospecting site was not recommended as a significant resource under CEQA because little additional research potential exists and the site has already been recorded. SP EIR Mitigation Measure 4.5.1 requires the City to retain an archaeological monitor and a Native American monitor to be present at the Approved Project site during all ground-disturbing activities to minimize potential impacts to unknown resources. Mitigation Measure 4.5.2 requires the City to prepare a Monitoring Plan prior to commencement of any grading activities. In the event that historical, archaeological, or human remains are found during excavation or grading, Mitigation Measures 4.5.2 and 4.5.4 require immediate implementation of those procedures developed as part of the Monitoring Plan including, but not limited to, the cessation of all work in the immediate vicinity of the resources until such time as the resources can be evaluated by an archaeologist or other appropriate individual. Implementation of Mitigation Measures 4.5.1, 4.5.2, and 4.5.4 would reduce impacts to below a level of significance, and no additional mitigation is required.

Phases 2 through 5: The Cultural Resources Study for the Phase 1 part of the Specific Plan did not identify individual archaeological resources on the parts of the Specific Plan site outside the Phase 1 area. However, as noted by the NAHC, the general area has been identified as sensitive for cultural resources, and the Specific Plan site has previously been surveyed twice. The 2006 survey

of the 2,188-acre Lomas del Sol Specific Plan site (the Approved Project site) documented 21 cultural resources. Because the site has previously been surveyed, the potential for additional cultural resources to be found in the parts of the site outside the Phase 1 area would be limited. However, wind and water erosion and other soil disturbances since 2006 could expose previously buried cultural resources on the part of the site outside the Phase 1 area.

As a result, it is expected that previously documented and potentially previously unknown cultural resources on the part of the site outside the Phase 1 area could be affected by the Approved Proposed project. SP EIR Mitigation Measure 4.5.5 requires the Approved Project applicant to conduct site surveys and records searches, and prepare Cultural Resources Survey Reports for areas on the site outside the Phase 1 area prior to the submittal of a Tentative Tract Map for each area. Each report will include the results of updated records searches and site surveys. The report will describe whether there are any archaeological resources or the potential for such resources on the part of the site outside the Phase 1 area and, if the Approved Project affects those resources, the measures are required to address those impacts. Those measures would be SP EIR Mitigation Measures 4.5.1, 4.5.2, and/or 4.5.4 depending on the archaeological resources documented in the report on each part of the site outside the Phase 1 area and the impacts on those resources. As a result, it is expected that the impacts of the Approved Project, similar to the impacts in the Phase 1 area, related to archaeological resources, would be less than significant after mitigation.

Compliance with SP EIR Mitigation Measures 4.5.1, 4.5.2, 4.5.4 and 4.5.5 would ensure that archaeological resources would not be adversely impacted. Impacts in this regard are anticipated to be mitigated to a less than significant level.

- Paleontological Resources (Threshold 4.5.3): As with Thresholds 4.5.1 and 4.5.2 discussed above, the Approved Project Area is split into two separate areas of analysis; one for Phase 1 only and one for Phases 2 through 5.

Phase 1: Portions of the Approved Project site are located on sediments mapped as having a paleontological sensitivity rating of High. There are no known localities on the site, but based on the locality search and the field survey, sensitive sediments that may contain fossil remains do exist where Phase 1 improvements are proposed, and there is the potential to encounter paleontological resources during all ground-disturbing activities for the Approved Project. Mitigation is required to reduce potential adverse impacts to unknown (buried) paleontological resources.

SP EIR Mitigation Measure 4.5.3 requires a qualified paleontologist to prepare a standard Paleontological Resources Impact Mitigation Program (PRIMP) prior to the beginning of ground-disturbing activities. This program would include excavation monitoring and specimen recovery, including screen washing, preparation, identification, and curation of collected specimens into a museum repository. Based on the significance of any recovered specimens, the qualified paleontologist may set up conditions that would allow for monitoring to be scaled back to part-time or increased to full-time as the project progresses. However, if significant fossils begin to be recovered after monitoring has been scaled back, conditions should also be specified that would require increased monitoring as necessary. A final report would provide details of monitoring and

curation methods, fossil identification, and discussion, cataloging, and repository arrangements. Implementation of SP EIR Mitigation Measure 4.5.3 would reduce potential impacts to unknown paleontological resources to less than significant, and no additional mitigation is required.

Phases 2 through 5: Because the Phase 1 area is in an area having a paleontological sensitivity rating of “high”, it is very likely that the rest of the Approved Project site would also have the same high paleontological sensitivity rating. As a result, construction on the remainder of the site could result in impacts on paleontological resources similar to the impacts of Phase 1 on paleontological resources. SP EIR Mitigation Measure 4.5.5 requires the Approved Project applicant to prepare Paleontological Resources Survey Reports for areas on the site that are outside the Phase 1 area prior to the submittal of Tentative Tract Maps for those areas. These reports will include the results of locality searches and site surveys specific to the area covered by each Tentative Tract Map. The reports will describe whether there are any paleontological resources or the potential for such resources on the parts of the site outside the Phase 1 area. If there are resources or if there is potential for resources and they would be impacted by the Approved Project, the reports will describe those impacts and document that SP EIR Mitigation Measure 4.5.3 is required to address those effects. As a result, it is expected that impacts to paleontological archaeological resources would be less than significant after mitigation.

- Discovery of Human Remains (Threshold 4.5.4): Although no human remains are known to be onsite or are anticipated to be discovered, precautionary mitigation is required. SP EIR Mitigation Measure 4.5.4 requires compliance with HSC 7050.5 in the unlikely event that human remains are encountered during project grading. Upon discovery of the remains, the County Coroner would be notified immediately, and no further disturbance would occur until the County Coroner makes a determination of origin and disposition pursuant to PRC Section 5097.98. If the remains are determined to be Native American, the County Coroner would notify the NAHC, which will determine and notify the MLD. With permission from the City, the MLD would complete inspection within 48 hours of notification by the NAHC. Implementation of SP EIR Mitigation Measure 4.5.4 reduces potential impacts related to the discovery of human remains on the Approved Project site to a less than significant level, and no additional mitigation is required.

Analysis of Proposed Project

A *Cultural Resources Assessment* (BCR 2016; see Appendix B) was prepared for the proposed Project, the results of which are referenced in the analysis below. In addition, the proposed Project does not involve any changes to land use or zoning designations. Potentially significant effects resulting from the proposed Project’s development, such as those relating to cultural resources, can be avoided/mitigated through compliance with General Plan policies and programs, and established regulatory framework; see SP EIR Impacts 4.5.1 through 4.5.4. No new significant impact to historical, archaeological, or paleontological resources or human remains, or substantial increase in the severity of previously identified significant impacts, would occur with implementation of the proposed Project. Further, the proposed Project does not trigger new impacts to cultural resources requiring preparation of a subsequent EIR.

Impact 4.5-1: *Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines §15064.5? **Determination: Less Than Significant With Incorporation of Mitigation Previously Identified in the SP EIR.***

According to the *Cultural Resources Assessment* prepared for the proposed Project, to identify any historic properties or resources, the current inventories of the National Register of Historic Places (NRHP), the California Register of Historic Resources (CRHR), the California Historical Landmarks (CHL) list, the California Points of Historical Interest (CPHI) list, and the California State Historic Resources Inventory (HRI) were reviewed to determine the existence of previously documented local historical resources. The results of the records search indicated that seven cultural resource studies have taken place resulting in the recording of two cultural resources within a one-mile radius of the APE. Of the seven previous studies, three have previously assessed a portion of the APE for cultural resources, resulting in the identification of one cultural resource (the historic-period Coachella Canal, designated P-33-005705) within its boundaries. This resource consists of a segment of the Coachella Canal, measuring approximately 2,000 feet in length and 36 feet in width. It is a reinforced concrete-lined flat-bottom canal with sloping sides, and this segment contains a single wheel-type manual gate control. A sloped service-road topped levee rises approximately 20 feet above the canal's northeastern frontage, and a second levee rises approximately eight feet above its southwestern frontage. The canal segment and levees are in good condition and they appear to function as originally intended.

The greater Coachella Canal (which is partially within the APE) has been assessed and evaluated and is considered eligible for listing in the National Register and California Register. The Coachella Canal meets National and California Register Criteria A/1 and C/3 and retains integrity sufficient to be considered a "historic property" under Section 106 of the NHPA, and a "historical resource" under CEQA. However, the total length of the Coachella Canal is 122 miles. In 1980 the first 49 miles of the Canal were replaced with a new concrete lined canal that was constructed parallel to the original earthen canal to halt seepage problems. Currently, 73 miles of the canal is as originally constructed. The 2,000-foot long APE is in a portion of the fifth and final reach of the Canal, constructed between 1947 and 1954. The proposed Project would only affect a maximum of 2,000 feet of the Canal, which equates to 0.005 percent of the contributing segment. Following implementation of the Project, 380,781 feet (99 percent) of the Canal would continue to convey significance under the relevant criteria. Based on the small percentage of the Canal that would be subject to direct impacts, the proposed Project would not result in an adverse effect on the historic property (under Section 106 of the NHPA)/historical resource (under CEQA) known as the Coachella Canal (P-33-005705). Therefore, no mitigation is recommended for the Project.

As discussed above, construction and operation of the proposed Project is not expected to result in significant impacts to a historical resource as defined in CEQA Guidelines. However, implementation of the following provisions for the accidental discovery of historic resources during Project construction are provided in the *Cultural Resources Assessment*, which is also included within SP EIR Mitigation Measure 4.5.2. Since the Specific Plan is required to implement Mitigation Measure 4.5.2 during the construction phase, potential impacts resulting from the proposed Project would be reduced to a less than significant level and no additional mitigation is required:

- **SP EIR Mitigation Measure 4.5.2:** Prior to commencement of any grading activity on the Project site and consistent with the findings of the cultural resources surveys and reports regarding the

sensitivity of each area on the Project site for cultural resources, the City shall prepare a Monitoring Plan. The Monitoring Plan shall be prepared by a qualified archaeologist and shall be reviewed by the City of Coachella Director of Development Services. The Monitoring Plan will include at a minimum: (1) a list of personnel involved in the monitoring activities; (2) a description of how the monitoring shall occur; (3) a description of frequency of monitoring (e.g., full-time, part-time, spot checking); (4) a description of what resources may be encountered; (5) a description of circumstances that would result in the halting of work at the project site (e.g., what is considered a “significant” archaeological site); (6) a description of procedures for halting work on site and notification procedures; and (7) a description of monitoring reporting procedures. If any significant historical resources, archaeological resources, or human remains are found during monitoring, work should stop within the immediate vicinity (precise area to be determined by the archaeologist in the field) of the resource until such time as the resource can be evaluated by an archaeologist and any other appropriate individuals. Project personnel shall not collect or move any archaeological materials or human remains and associated materials. To the extent feasible, project activities shall avoid such resources.

Where avoidance is not feasible, the resources shall be evaluated for their eligibility for listing in the California Register of Historical Resources. If a resource is not eligible, avoidance is not necessary. If a resource is eligible, adverse effects to the resource must be avoided, or such effects must be mitigated. Mitigation can include, but is not necessarily limited to: excavation of the deposit in accordance with a cultural resource mitigation or data recovery plan that makes provisions for adequately recovering the scientifically consequential information from and about the resource (see California Code of Regulations Title 4(3) Section 15126.4(b)(3)(C)). The data recovery plan shall be prepared and adopted prior to any excavation and should make provisions for sharing of information with Tribes that have requested Senate Bill 18 (SB 18) consultation. The data recovery plan shall employ standard archaeological field methods and procedures; laboratory and technical analyses of recovered archaeological materials; production of a report detailing the methods, findings, and significance of the archaeological site and associated materials; curation of archaeological materials at an appropriate facility for future research and/or display; an interpretive display of recovered archaeological materials at a local school, museum, or library; and public lectures at local schools and/or historical societies on the findings and significance of the site and recovered archaeological materials. Results of the study shall be deposited with the regional California Historical Resources Information Center (CHRIS) repository.

It shall be the responsibility of the City Department of Public Works to verify that the Monitoring Plan is implemented during project grading and construction. Upon completion of all monitoring/mitigation activities, the consulting archaeologist shall submit a monitoring report to the City of Coachella Director of Development Services and to the San Bernardino Archaeological Information Center summarizing all monitoring/mitigation activities and confirming that all recommended mitigation measures have been met. The monitoring report shall be prepared consistent with the guidelines of the Office of Historic Preservation’s Archaeological Resources Management Reports (ARMR): Recommended Contents and Format. The City of Coachella Director of Development Services or designee shall be responsible for reviewing any reports

produced by the archaeologist to determine the appropriateness and adequacy of findings and recommendations.

Impact 4.5-2: *Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines §15064.5? Determination: Less Than Significant With Incorporation of Mitigation Previously Identified in the SP EIR.*

According to the *Cultural Resources Assessment* prepared for the proposed Project, although exact depths of proposed excavations have not been included in the Project description, disturbances associated with construction of the existing Coachella Canal and with Avenue 50 have been severe, and have disrupted soil beyond depths at which cultural resources are likely. Also, no buried discoveries have occurred in the vicinity of the project site, and the sediments present outside of the disturbed areas consist mainly of rocky sand with very little organic material. As a result, the potential to encounter in-situ remains associated with significant archaeological materials during project-related excavation is low.

While the *Cultural Resources Assessment* prepared for the proposed Project has not indicated sensitivity for unknown cultural resources within the Project boundaries, ground disturbing activities always have the potential to reveal buried deposits not observed on the surface during previous surveys. Prior to the initiation of ground-disturbing activities, field personnel should be alerted to the possibility of buried prehistoric or historic cultural deposits. In the event that field personnel encounter buried cultural materials, work in the immediate vicinity of the find should cease and a qualified archaeologist should be retained to assess the significance of the find. The qualified archaeologist shall have the authority to stop or divert construction excavation as necessary. If the qualified archaeologist finds that any cultural resources present meet eligibility requirements for listing on the California Register or the National Register, plans for the treatment, evaluation, and mitigation of impacts to the find will need to be developed. Prehistoric or historic cultural materials that may be encountered during ground-disturbing activities include:

- historic artifacts such as glass bottles and fragments, cans, nails, ceramic and pottery fragments, and other metal objects;
- historic structural or building foundations, walkways, cisterns, pipes, privies, and other structural elements;
- prehistoric flaked-stone artifacts and debitage (waste material), consisting of obsidian, basalt, and or cryptocrystalline silicates;
- groundstone artifacts, including mortars, pestles, and grinding slabs; and
- dark, greasy soil that may be associated with charcoal, ash, bone, shell, flaked stone, groundstone, and fire affected rocks.

In addition, implementation of SP EIR Mitigation Measure 4.5.2 as part of the La Entrada Specific Plan, described above, would reduce potential impacts to a less than significant level and no additional mitigation is required. Refer to Mitigation Measure 4.5.2, above.

Impact 4.5-3: *Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?* **Determination: Less Than Significant Impact.**

According to the *Cultural Resources Assessment* prepared for the proposed Project, no paleontological resources were identified on the Project site, and paleontological research conducted determined that the proposed Project site is located in an area composed of late Holocene fan deposits. Typically, these sediments are geologically young, and have a low potential to contain significant nonrenewable paleontological resources, at least in the uppermost layers. In addition, a search of the Regional Paleontologic Locality Inventory (RPLI) at the San Bernardino County Museum revealed no paleontological localities recorded within the boundaries of the proposed Project site, or within the 0.50-mile search radius. As such, there is a low likelihood for the presence of paleontological resources, and a less than significant impact is anticipated in this regard. No mitigation is required.

Impact 4.5-4: *Disturb any human remains, including those interred outside of formal cemeteries?*
Determination: Less Than Significant With Incorporation of Mitigation Previously Identified in the SP EIR.

According to the *Cultural Resources Assessment* prepared for the proposed Project, and as noted in the SP EIR cultural resource discussion above, no conditions exist that suggest human remains are likely to be found in either the proposed Project Area nor the Specific Plan Area overall. It is not anticipated that human remains, including those interred outside of formal cemeteries, would be encountered during earth removal or disturbance activities. Notwithstanding, ground-disturbing activities in the Project Area, such as grading or excavation, have the potential to disturb as of yet unidentified human remains. If human remains are found, those remains would require proper treatment, in accordance with applicable laws, as described in the SP EIR cultural resources discussion. Impacts regarding human remains are anticipated to be less than significant. However, implementation of the following provisions for the accidental discovery of human remains during Project construction are provided in the *Cultural Resources Assessment*, which is also included within SP EIR Mitigation Measure 4.5.4. Impacts would be reduced to a less than significant level and no additional mitigation is required:

- **SP EIR Mitigation Measure 4.5.4:** Consistent with the requirements of California Code of Regulations (CCR) Section 15064.5(e), if human remains are encountered during site disturbance, grading, or other construction activities on the project site, work within 25 feet of the discovery shall be redirected and the County Coroner notified immediately. State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. If the remains are determined to be Native American, the County Coroner shall notify the Native American Heritage Commission (NAHC), which will determine and notify a most likely descendant (MLD). With the permission of the City of Coachella, the MLD may inspect the site of the discovery. The MLD shall complete the inspection within 48 hours of notification by the NAHC. The MLD may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials. Consistent with CCR Section 15064.5(d), if the remains are determined to be Native American and an MLD is notified, the City of Coachella shall consult with the MLD as identified by the NAHC to develop an agreement for the treatment and disposition of the remains.

Upon completion of the assessment, the consulting archaeologist shall prepare a report documenting the methods and results and provide recommendations regarding the treatment of the human remains and any associated cultural materials, as appropriate, and in coordination with the recommendations of the MLD. The report should be submitted to the City of Coachella Director of Development Services and the San Bernardino Archaeological Information Center. The City of Coachella Director of Development Services, or designee, shall be responsible for reviewing any reports produced by the archaeologist to determine the appropriateness and adequacy of findings and recommendations.

Mitigation Measures

The *Cultural Resource Assessment* conducted for the proposed Project (included in this Addendum EIR as Appendix B) includes SP EIR Mitigation Measures 4.5.2 and 4.5.4 as mitigation for potentially significant impacts to cultural and paleontological resources that could result from Project implementation. The above analysis demonstrates that the potential cultural resource impacts identified in this analysis are not substantially greater than what was identified for the Approved Project site in the SP EIR, and that those impacts identified as “Less Than Significant With Incorporation of Mitigation Previously Identified in the SP EIR” would be sufficiently mitigated with the applicable SP EIR Mitigation Measures, as described above. No additional mitigation is required.

4.6 GEOLOGY AND SOILS

Would the project:

- 1) *Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:*
 - i. *Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.*
 - ii. *Strong seismic ground shaking?*
 - iii. *Seismic-related ground failure, including liquefaction?*
 - iv. *Landslides?*
- 2) *Result in substantial soil erosion or the loss of topsoil?*
- 3) *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?*
- 4) *Be located on expansive soil, as defined in Table 18-1-B of the California Building Code (2004), creating substantial risks to life or property?*
- 5) *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?*

SP EIR Conclusions

The SP EIR concluded the following:

- Seismic Hazards and Landslides (Threshold 4.6.1.i, ii, iii, iv):

i. Rupture of a Known Earthquake Fault: Portions of the Approved Project site are located in an area with known and potentially active faults, is located within a designated Alquist-Priolo Earthquake Fault Zone. Approved Project implementation could result in increased population in the area and expose more people or structures to adverse effects involving strong seismic ground shaking.

The Approved Project area is anticipated to experience strong ground shaking due to its proximity to the San Andreas Fault and other known active faults in the region. Primary geotechnical hazards associated with strong ground shaking include near-surface fracturing, lateral spreading, liquefaction, and landslides. Other faults located within the project site are generally considered inactive, small-scale faults located within bedrock units of the Ocotillo, Palm Spring, and Canebrake soil formations.

Based on the findings of trench exploration conducted as part of the Updated Geotechnical Fault Investigation Report, some subsidiary faults located on the site are considered tectonically active or potentially active. The Updated Geotechnical Fault Investigation Report was conducted to identify the location, age, and style of fault-related deformation across the site. The study resulted

in the creation of Preliminary Building Restriction Zones that identify constraints for future development onsite.

The Approved Project has been designed to avoid grading the steeper northern/northeastern and southeastern portions of the site and also has incorporated a setback area to ensure that habitable structures are not placed on the identified fault traces within the Alquist-Priolo Fault Zone adjacent to the site. In addition, the Approved Project has incorporated areas with identified fault traces into the open space and park components of the site. School sites are proposed in areas that would ensure adequate separation from existing fault zones per California Government Code (Education Code) Sections 17212 and 17212.5, which specifies that “no school building shall be constructed, reconstructed, or relocated on the trace of a geological fault along which surface rupture can reasonably be expected to occur within the life of the school building.” Further, all development associated with the Approved Project would be designed to adhere to all of the seismic requirements incorporated into the 2010 California Residential Code and 2010 CBC (or most current building code) and the requirements and standards contained in the applicable chapters of the City of Coachella Municipal Code.

SP EIR Mitigation Measure 4.6.1 requires that final geotechnical reports be prepared as each Tentative Tract Map is submitted for development to delineate the exact locations of faults in that specific area of the site, as well as comply with the recommendations in the Updated Geotechnical Fault Investigation and the Preliminary Geotechnical Investigation. Compliance with SP EIR Mitigation Measures 4.6.1 and 4.6.2 would ensure that appropriate geotechnical evaluation is conducted prior to development of habitable structures and that recommended geotechnical measures are incorporated into final design plans. Compliance would also ensure that the habitable structures are designed and built in accordance with the seismic regulations as recommended in the CBC, thereby substantially reducing the risks associated with fault rupture to less than significant. However, although the geotechnical investigation concluded that geotechnical issues associated with faulting can be mitigated with geotechnical engineering practices, additional mapping and supplemental trenching may be necessary depending on the future development proposed, the area of development, and the scale of map utilized.

In addition, utilities infrastructure (water, sewer, natural gas, and electricity) and Avenues 50 and 52 would be extended from their current locations to the west of the Approved Project site across the San Andreas Fault to facilitate the project. There is no feasible way to ensure the fault in this area will not rupture sometime during the life of the Approved Project, disrupting or severing one of more utilities or severing the roadway(s). Until such time as the I-10/Avenue 50 interchange is constructed, the only way to access the site will be on Avenues 50 and 52. A disruption or severing of one or both of these roadways could prevent emergency services from reaching the site. Although the roadways would be constructed per the requirements of a geotechnical and structural engineer, there is no guarantee there would be no fault rupture on the San Andreas Fault (Coachella-Indio segment) along the western margin of the site. Impacts from rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault, cannot be ruled out and is still considered a significant unavoidable adverse impact.

ii. Strong Seismic Ground Shaking: Due to the fact that the Approved Project site contains several active faults, the potential for strong seismic ground shaking is considered a potentially significant impact that may affect people and structures affiliated with the Approved Project. Similar to Threshold 4.6.1.i discussed above, compliance with SP EIR Mitigation Measures 4.6.1 and 4.6.2 would ensure that appropriate geotechnical evaluation is conducted prior to development because no Tentative Tract Map would be approved by the City prior to such an investigation, and that recommended geotechnical measures are incorporated into final design plans, thereby reducing the risks associated with strong seismic shaking to less than significant.

iii. Seismic-Related Ground Failure Including Liquefaction: Liquefaction is most likely to occur in areas where non-cohesive, saturated soils experience seismically induced ground shaking and where groundwater occurs less than 5 ft below ground surface (bgs). Because groundwater at the Approved Project site is anticipated to be more than 50 ft bgs, liquefaction impacts are not anticipated to occur onsite. However, the geotechnical investigation determined that if saturated, the Palm Spring Formation is prone to liquefaction and lateral spreading deformation during strong ground shaking. Development of the site could introduce large volumes of water into the subsoils, which could lead to localized perched water conditions within units that could become susceptible to localized liquefaction during strong ground motion. Water saturation introduced to the site as a result of project operations (i.e., irrigation of parks and landscape areas) could be addressed through typical civil engineering grading design (such as appropriate surface and subsurface drainage control, etc.) and proper grading recommendations (such as removal and compaction of near surface soils, foundation design, etc.) from the required future geotechnical studies once specific building locations have been identified. This would be accomplished by removal of the soil conditions that contribute to liquefaction (e.g., compaction, drainage control), which would be outlined in the future geotechnical studies based on actual building footprints. Therefore, implementation of SP EIR Mitigation Measure 4.6.1, which requires compliance with the recommendations in the final geotechnical studies, would reduce impacts related to liquefaction to a less than significant level.

iv. Landslides: With the exception of lateral spreading type features, few landslides were observed on the property during the geotechnical investigation. An old landslide was observed onsite within a trench located in the Palm Spring Formation. The Palm Spring Formation is susceptible to landslides and block failures because of its abundant clay members, localized folding, and preexisting faults. Site grading activities associated with the Approved Project would potentially decrease slope stability in some areas. In addition, because the tops of ridges and slopes onsite are covered with cobbles and boulders, these could potentially come loose during ground shaking associated with earthquakes on or near the site. Landslides and rock falls could be a potentially significant impact, particularly on the southwestern portion of the site and in hillside areas. Therefore, SP EIR Mitigation Measure 4.6.3 requires area-specific geotechnical studies to be completed by a qualified professional geologist to identify the potential for landslides and unstable slope conditions for each planning area within the Approved Project Area and provide measures to reduce the potential for landslides. Specific attention shall be made to areas with a slope gradient of 30 percent or greater. Measures that could be required to reduce landslide hazards include the construction of stabilization and/or buttress fill slopes or the

placement of underground drainage systems. These and other related measures mitigate for landslides by stabilizing and reinforcing existing slopes so they can support developed uses. Implementation of SP EIR Mitigation Measures 4.6.3 and 4.6.1, which require incorporation of recommended geotechnical measures into final design plans prior to approval of any Tentative Tract Maps, would reduce impacts associated with landslides to a less than significant level.

- Soil Erosion or Loss of Topsoil (Threshold 4.6.2): During construction activities, the Approved Project site would be graded and excavated, soil would be exposed to wind and water, and there would be an increased potential for soil erosion compared to existing conditions. During a high wind and/or storm event, there is a potential for soil erosion to occur at an accelerated rate. SP EIR Mitigation Measure 4.6.1 requires a specific final geotechnical study for each specific planning area to be prepared by a qualified professional geologist prior to Tentative Tract Map approval and approved by the City Engineer. The studies would contain measures to reduce the erosion potential of engineered slopes, such as enhanced compaction of fill slope faces, immediate landscaping of slopes at the completion of grading, consideration of jute matting or chemical stabilization if landscaping cannot be established within a reasonable period of time, and use of geotextile fabrics in the construction of over-steepened fill slopes or slopes subject to erosion. In addition, compliance with a National Pollutant Discharge Elimination System (NPDES) permit and consequently the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP) would be required. Given that the Approved Project would be subject to SP EIR Mitigation Measure 4.6.1, Coachella Municipal Code standards, as well as NPDES requirements for erosion control, grading, and soil remediation, impacts would be reduced to a less than significant level involving soil erosion.
- Unstable Geologic Units (Threshold 4.6.3): *Slope Stability*: Although little evidence of landslides was noted during the geotechnical investigations, site grading activities associated with the Approved Project would potentially decrease slope stability in some areas. The Preliminary Geotechnical Investigation included a stability analysis of selected proposed cut-and-fill slopes. The results indicated that the slope stability would meet or exceed requirements in the City's grading ordinance and the CBC regarding slope stability. However, future site-specific geotechnical studies would be completed pursuant to SP EIR Mitigation Measures 4.6.1 and 4.6.3 to identify the potential for landslides and unstable slope conditions within each planning area as Tentative Tract Maps are submitted for development. Specific attention shall be given to areas with a slope gradient of 30 percent or greater, which represents approximately 10–20 percent of the site. These studies would have to be approved by the City prior to Tentative Tract Map approval, and their recommendations incorporated into all applicable Tentative Tract Map. Implementation of SP EIR Mitigation Measures 4.6.1 and 4.6.3, which requires incorporation of recommended geotechnical measures into final design plans, would reduce impacts associated with landslides and slope stability to a less than significant level. This would be accomplished by eliminating the natural conditions that contribute to landslides or slope instability and replacing them with manufactured slopes that have been compacted and engineered to safely support project structures. These measures would become conditions of approval as part of the City's development review process.

Lateral Spreading: During the geological field investigation per the Updated Geotechnical FI Report, abundant evidence indicating that lateral spreading had previously occurred within the Palm Spring Formation was found onsite. Near-surface fracturing deformation is provided based on data acquired during the fault investigation. The vast majority of the faults across the site were associated with large-scale lateral spreading in the mid- to late-Pleistocene (approximately 12,000 years ago). This lateral spreading was most likely related to liquefaction induced by strong ground shaking. Field observations indicate that, if saturated, the Palm Spring Formation is susceptible to liquefaction and lateral spreading during strong ground shaking.

However, current geological conditions are much different, and the Palm Spring Formation material is semi-consolidated and much denser. In addition, groundwater is now located at greater depths below the ground surface (over 50 ft). Therefore, the potential for lateral spreading at the site is considered to be low. However, implementation of SP EIR Mitigation Measure 4.6.1 requires that a geotechnical study be prepared by a qualified professional geologist and approved by the City Engineer prior to Tentative Tract Map approval that indicates sub-drains would be required in areas underlain by the Palm Spring Formation where the depth of fill exceeds 15 ft. The locations of sub-drains would be determined by the geotechnical consultant and would be reviewed and approved by the City Engineer prior to approval of any future Tentative Tract Maps. Proper drainage of irrigation and rain runoff water from the property to avoid saturation of the underlying Palm Spring Formation would minimize the potential for lateral spreading onsite.

Implementation of SP EIR Mitigation Measure 4.6.1, which requires incorporation of recommended geotechnical measures into final design plans, would reduce impacts associated with lateral spreading to a less than significant level. These measures would eliminate the natural conditions that contribute to lateral spreading, similar to liquefaction, by removing unconsolidated soils and compacting them to proper levels, installing sub-drainage systems to prevent water buildup or erosion of compacted soils, and over-excavation of deep fill with reinforced foundation designs to prevent lateral spreading impacts. These measures would become conditions of approval as part of the City's development review process.

Subsidence: Saturation of low-density, granular soils can result in subsidence and settlement under relatively low loads. A rise in the groundwater table or an increase in infiltration can initiate settlement and cause the foundations and walls of buildings or structures to crack. Compressible and collapsible materials are expected to be found in the near-surface portions of the slope wash, landslide deposits, and alluvial deposits. Removal of these upper materials would be required prior to placement of fill, as outlined in the Preliminary Geotechnical Investigation. Complete removal of all slope wash and shallow landslide deposits is anticipated, whereas removal of only the upper few feet of loose soils within alluvial units across the site is anticipated.

As stated in the Preliminary Geotechnical Investigation, Section 1808.6.2 of the 2010 CBC specifies that slab-on-ground foundations (floor slabs) resting on expansive soils would be designed in accordance with the Wire Reinforcement Institute (WRI) publication "Design of Slab-on Ground Foundation," which was last updated in 1996. The design procedures in the WRI publication are based on the expansion potential and the weighted plasticity index of the different soil layers

existing within the upper 15 ft of each building site. Therefore, since the individual lots would be underlain by soil and bedrock materials with variable expansion potentials, final foundation design would contain recommendations provided by the geotechnical consultant on a lot-by-lot basis and would be based on the actual expansion potentials and weighted plasticity indices of the soil and bedrock materials underlying each individual lot.

Therefore, the potential for collapsible soils at the site would need to be evaluated during subsequent geotechnical investigations as required in SP EIR Mitigation Measure 4.6.4, prior to Tentative Tract Map approval by the City, and incorporated into the conditions of approval for each site plan. Implementation of SP EIR Mitigation Measure 4.6.4 and adherence to the recommendations of the geotechnical investigations as required in SP EIR Mitigation Measure 4.6.1 would reduce potential subsidence impacts to a less than significant level. These measures would remove native soils subject to subsidence and replace them and/or regrade areas of native soil to withstand expected levels of seismic shaking to the degree that habitable structures would not be destroyed by the shaking, and would use reinforced foundation designs to prevent the collapse or subsidence of soils during seismic events. These measures would become conditions of approval as part of the City's development review process.

Liquefaction or Collapse: Refer to the impact discussion under Threshold 4.6.1.iii. Implementation of SP EIR Mitigation Measure 4.6.1, which requires compliance with the recommendations in the final geotechnical studies, would reduce impacts related to liquefaction to a less than significant level.

- *Expansive Soils (Threshold 4.6.4):* As previously discussed, expansive soils (soils with large amounts of clay minerals) are commonly found within the Palm Spring Formation onsite. Typically, consequences of development on expansive soils include cracked walls, foundations, decks, sidewalks, garage floors, and driveways. SP EIR Mitigation Measure 4.6.5 requires soil testing for expansive soils prior to construction and prescribes measures to be incorporated into the Approved Project design, should expansive soils be found within areas proposed for development. Implementation of SP EIR Mitigation Measure 4.6.5 would reduce impacts associated with expansive soils to a less than significant level. This measure requires excavation of expansive soils and replacement with non-expansive compacted fill, additional remedial grading, utilization of steel reinforcing in foundations, non-expansive building pads, presoaking, and drainage control devices to maintain a constant state of moisture as ways to effectively eliminate potential impacts from expansive soils.

Analysis of Proposed Project

The proposed Project would result in the construction of 0.75 miles of new roadway, which is consistent with the General Plan designation. As discussed previously, construction and operation of the proposed Project is planned to occur during Phase 1 of the Approved Project. As such, the geologic impacts of Phase 1, including the proposed Project, have already been analyzed in the SP EIR. The proposed Project is located within a seismically active region, and adjacent to a major fault line (San Andreas Fault). As discussed above, Avenue 50 would be extended from its current location to the west of the Approved Project site across the San Andreas Fault to facilitate the Approved Project. There is no feasible way to ensure the fault in this area will not rupture sometime during the life of

the Approved Project, disrupting or severing one of more utilities or severing the roadway(s). Nonetheless, this significant and unavoidable seismic impact is not substantially greater than what was identified for the Approved Project site in the SP EIR.

Other potential geologic hazards regarding soil erosion, slope stability, lateral spreading, subsidence, liquefaction or collapse, and expansive soils associated with the proposed Project would be sufficiently mitigated through design and construction of structures in conformance with current building codes and engineering standards. No new significant impacts involving geology and soils, or substantial increase in the severity of previously identified significant impacts would occur with proposed Project implementation. Further, the proposed Project does not trigger new impacts involving geology or soils requiring preparation of a subsequent EIR.

4.7 GLOBAL CLIMATE CHANGE

Would the project:

- 1) *Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?*
- 2) *Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?*

City of Coachella Climate Action Plan

On April 22, 2015, the City adopted its Climate Action Plan (CAP). Among other content, the CAP provides an inventory of existing greenhouse gas emissions produced in the City, and identifies strategies for emission reductions. To reduce greenhouse gas emissions from existing development and expected, future development and to help meet the City's proposed greenhouse gas emissions targets, the CAP includes an analysis of greenhouse gas emissions reductions from State of California programs, General Plan policies, and additional CAP measures.

Since the CAP was adopted more than a year following the certification of the La Entrada Specific Plan EIR, CAP is not specifically applicable to the Project. Nonetheless, Project development would be consistent with the most current Title 24 building requirements, combined with the use of current technology (LED lighting, etc.), resulting in greater energy efficiency and reduced emissions, compared to those envisioned when the project was originally approved. For instance, application of Title 24 2014 requirements would reduce single family electricity and natural gas use by 36% and 13% respectively, compared to the 2008 requirements still in place when the Specific Plan was evaluated. As a result, the Project is expected to contribute to CAP goals.

SP EIR Conclusions

The SP EIR concluded the following:

- Greenhouse Gas (GHG) Emissions (Threshold 4.7.1): Construction and operation of the Approved Project would generate GHG emissions, consisting predominately of CO₂, with most energy consumption (and associated generation of GHG emissions) occurring during operation of the Approved Project (as opposed to its construction). Typically, more than 80 percent of the total energy consumption takes place during the use of buildings, and less than 20 percent is consumed during construction.

Construction: During construction of the Approved Project, GHGs would be emitted through the operation of construction equipment and from worker and vendor vehicles, each of which typically use fossil-based fuels to operate. The Air Quality Analysis prepared for the Approved Project also accounts for the construction emissions from utility trenching, construction waste haul-trips, and other on and offsite infrastructure, including the extensions of Avenues 50 and 52 and prescribed intersection mitigation improvements.

Construction activities produce combustion emissions from various sources such as site grading, utility engines, onsite heavy-duty construction vehicles, equipment hauling materials to and from the site, asphalt paving, and motor vehicles transporting the construction crew. Exhaust emissions from onsite construction activities would vary daily as construction activity levels change.

Architectural coatings used in construction may contain VOCs that are similar to reactive organic gases (ROGs) and are part of O₃ precursors. However, there are no significant emissions of GHGs from architectural coatings.

As discussed in Section 4.3, Air Quality, the Approved Project would be developed in phases, grouped to be consistent with the analysis performed in the Traffic Impact Analysis. Per the requirements of the SCAQMD's GHG significance threshold, rather than analyzing the GHG construction emissions impacts separately from the operational emissions, the construction emissions are amortized for a period of 30 years and incorporated with the operational GHG emissions. The GHG emission estimates presented in Table 5 below show the emissions associated with the level of development envisioned by the Approved Project at the completion of Phases 1 and 2, Phases 3 and 4, and the completed project, Phase 5.

Operation: Long-term Approved Project operations would generate GHG emissions from the mix of residential and commercial land uses. Mobile-source emissions of GHGs would include project-generated vehicle trips associated with onsite facilities (internal and external to the site) and visitors/deliveries to the site. Area-source emissions would be associated with activities such as landscaping and maintenance of land uses, natural gas for heating, and other sources. Increases in stationary source emissions would also occur at offsite utility providers as a result of demand for electricity, natural gas, and water by the proposed uses.

As shown in Table 5 below, the Approved Project would produce 170,000 metric tons per year (MT/year) of carbon dioxide equivalent (CO₂e) at the completion of Phases 1 and 2, which is 0.17 MMTCO₂e/year. The Approved Project would produce 280,000 MT/year of CO₂e at the completion of Phases 3 and 4, which is 0.28 MMTCO₂e/year. The total Approved Project (Phases 1 through 5) would produce 560,000 MT/year of CO₂e at the completion, which is 0.56 MMTCO₂e/year. As a comparison, the existing emissions from the entire SCAG region are estimated to be approximately 176.79 MMTCO₂e/year and approximately 496.95 MMTCO₂e/year for the entire State.

In comparing the Approved Project to the SCAQMD-tiered draft interim GHG significance criteria, it is not exempt as described in Tier 1, nor is there a GHG reduction plan in the Coachella General Plan or any other GHG reduction plan applicable to the Approved Project, per Tier 2. The Tier 3 screening significance criteria level for mixed-use projects is 3,000 MT/year of CO₂e. The Approved Project exceeds this criteria for Phases 1 and 2, Phases 3 and 4, and the total project. Exceeding Tier 3 screening means the Approved Project is evaluated using Tier 4. Considering the Tier 4 Performance Targets, the project must be less than or equal to both the 2020 and 2035 Performance Targets in order to be considered less than significant. The 2020 target for plans is 6.6 MT/year per service population, and the 2035 target for plans is 4.1 MT/year per service population. The total service population of the Approved Project, which is the total of the residents and employees, is planned to be approximately 35,958 residents and 3,355 workers. This translates to a 2020 target of 6.6 x 39,313, or 259,500 MT/year. Table 5 shows that the total Approved Project would emit 560,000 MT/year, exceeding the 2020 target. For the 2035 target, the result is 4.1 x 39,313, or 161,200 MT/year.

Table 5 shows that the total Approved Project would emit 560,000 MT/year, exceeding the 2035 target also. Therefore, the Approved Project would exceed the Tier 4 Performance Targets and the emissions of GHGs would be significant. Per Tier 5, the Approved Project would require implementation of all feasible onsite design features and mitigation measures to reduce this significant impact, including: a) AB 32 compliance measures described in the Approved Project's Air Quality Analysis; b) Project Design Features listed in Section 4.7.7 of the SP EIR; c) Sustainability Features listed in Section 4.7.9 of the SP EIR; and d) SP EIR Mitigation Measures 4.7.1 through 4.7.8, which require incorporation of the sustainability features in specific development area design plans; prioritization of electric, hybrid and alternative fuel vehicles; energy-efficient street lighting; construction waste recycling; control of vehicle idling; and non-motorized transportation modes within the site.

Additionally, the traffic-related SP EIR Mitigation Measures 4.16.1 and 4.16.2 include improvements to 32 offsite intersections near the Approved Project site to reduce traffic congestion, which would also reduce potential vehicle GHG emissions. When combined, these features and measures would reduce the potential amount of GHG emissions from construction and operation. Quantification of the reduction would depend on a number of variables (e.g., the extent of the private use of alternative energy/fuel vehicles and non-motorized transportation uses within the Approved Project development area and offsite infrastructure improvement areas). Nevertheless, a reasonable estimate of the overall GHG emissions reductions that would be achieved by all of the planned measures is 20 percent compared to business-as-usual.

This is based on the Approved Project exceeding Title 24 standards by 20 percent as described in SP EIR Mitigation Measure 4.7.1, traffic measures described in Section 4.16, and the Walkability/Mobility Sustainability Feature of the Approved Project design that minimizes vehicle use, as well as the many energy efficiency improvement measures described throughout the SP EIR that all contribute to the overall lowering of GHG emissions. The SCAQMD Tier 5 would be achieved if these measures reduced the Approved Project's global climate change impact to less than the Tier 4 thresholds. Reducing the GHG emissions shown in Table 5 by 20 percent from business-as-usual do not achieve this goal. Accordingly, there is a significant and unavoidable impact under this GHG threshold.

Table 5: Approved Project Construction and Long-Term Operational Greenhouse Gas Emissions

Source	Pollutant Emissions (MT/year)					
	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Phases 1 and 2						
Phase 1 and 2 Construction Emissions Amortized over 30 Years	0	1,600	1,600	0.1	0	1,600
Operational Emissions (Phases 1 and 2)						
Area Sources	0	190	190	0.07	0	190
Energy Sources	0	17,000	17,000	0.38	0.18	17,000
Mobile Sources	0	150,000	150,000	4.3	0	150,000
Waste Sources	490	0	490	29	0	1,100
Water Sources	0	2,700	2,700	6.5	0.18	2,900
Total Emissions (Phases 1 and 2)	490	170,000	170,000	40	0.36	94,000
Phases 1 through 4						
Phase 3 and 4 Construction Emissions Amortized over 30 Years	0	1,900	1,900	0.071	0	1,900
Operational Emissions (Phases 1 through 4)						
Area Sources	0	250	250	0.12	0.20	250
Energy Sources	0	31,000	31,000	0.68	0.35	31,000
Mobile Sources	0	240,000	240,000	5.5	0	240,000
Waste Sources	1,300	0	1,300	75	0	2,800
Water Sources	0	4,600	4,600	11	0.32	5,000
Total Emissions (Phases 1 through 4)	1,300	280,000	280,000	92	0.65	280,000
Total Project (All Phases)						
Phase 5 Construction Emissions Amortized over 30 Years	0	2,300	2,300	0.073	0	2,300
Total Project Operational Emissions						
Area Sources	0	1,500	1,500	0.21	0	1,500
Energy Sources	0	51,000	51,000	1.1	0.55	51,000
Mobile Sources	0	490,000	490,000	11	0	490,000
Waste Sources	1,800	0	1,800	110	0	4,100
Water Sources	0	8,700	8,700	18	0.52	9,300
Total Project Emissions	1,800	550,000	560,000	140	1.1	560,000
Source: LSA Associates, Inc., Air Quality Analysis, June 2013, p. 65, Table AB.						
Note: The GHG emissions shown are for information purposes only. There are no adopted thresholds to which to compare these emissions. Numbers in table may appear to not add up correctly due to rounding of all numbers to two significant digits.						
Bio-CO2 = biologically generated CO2						
CH4 = methane						
CO2 = carbon dioxide						
CO2e = carbon dioxide equivalent						
MT = metric tons						
N2O = nitrous oxide						
NBio-CO2 = Non-biologically generated CO2						

- Conflict With Applicable GHG Reduction Plans, Policies or Regulations (Threshold 4.7.2): The Approved Project is consistent with the goals in the SCAG RTP/SCS of combining transportation and land use elements in order to achieve emissions reduction targets. The Approved Project includes a land use growth pattern that accommodates the region's future employment and housing needs and that protects sensitive habitat and resource areas. In addition, the Approved Project would be consistent with the City's General Plan and zoning with anticipated mixed-use development on the site. However, while the Approved Project includes Project Design Features and Sustainability Features and AB 32 Scoping Plan compliance measures described in the Approved Project's Air Quality Analysis, it would still generate significant amounts of GHG emissions. SP EIR Mitigation Measures 4.7.1 through 4.7.8 are prescribed to further reduce the Approved Project's GHG emissions; however, estimated GHG emissions with mitigation reductions would remain above the Tier 5 targets, as discussed above in Threshold 4.7.1. As a result of the significant amount of GHG emissions, the Approved Project would conflict with applicable plans, policies, and regulations adopted for the purpose of reducing the emissions of GHGs, and therefore, would also be considered to exceed Threshold 4.7.2 related to conflicting with applicable plans, policies, and regulations, resulting in a significant unavoidable impact.

Analysis of Proposed Project

The proposed Project would result in the construction of 0.75 miles of new roadway, which is consistent with the existing General Plan designation of the proposed Project site. As discussed previously, construction and operation of the proposed Project is planned to occur during Phase 1 of the Approved Project. As such, the global climate change impacts of Phase 1, including the proposed Project, have already been analyzed in the SP EIR. Therefore, potential global climate change impacts of the proposed Project are not substantially greater than what was identified for the Approved Project site in the SP EIR. No new significant global climate change impact or substantial increase in the severity of previously identified significant impacts in the SP EIR would occur with implementation of the proposed Project. Further, the proposed Project does not trigger new global climate change impacts requiring preparation of a subsequent EIR.

4.8 HAZARDS AND HAZARDOUS MATERIALS

Would the project:

- 1) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?*
- 2) 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?*
- 3) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?*
- 4) 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?*
- 5) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?*
- 6) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?*
- 7) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?*
- 8) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?*

SP EIR Conclusions

The SP EIR concluded the following:

- Routine Transport, Use, or Disposal and Accidental Release of Hazardous Materials (Threshold 4.8.1): Approved Project construction would involve the routine use of hazardous materials, including fuels, paints, and solvents. However, due to the fact that the amount of these materials during construction would be limited and regulated, they would not pose a significant threat or be considered a significant environmental hazard. The City is required to implement best management practices (BMPs) related to hazardous materials storage and use during construction. SP EIR Mitigation Measure 4.8.1 requires the preparation of a hazardous materials contingency plan that would address the potential to encounter onsite unknown hazards or hazardous materials during construction and how those materials would be handled, removed, stored, and disposed of to protect the environment, the construction workers, and the general public. Therefore, implementation of SP EIR Mitigation Measure 4.8.1 (Hazardous Materials Contingency Plan) during the construction process would reduce any potential release of a hazardous material during construction to a less than significant level.

Based on the site reconnaissance survey conducted as part of the Phase I ESA, the presence of asbestos-containing materials (ACMs), lead-based paints (LBPs), and polychlorinated biphenyl (PCB) containing fixtures can be ruled out. ACMs are used in some building materials such as

acoustical tiles, and PCBs are used in electrical transformers. Due to the fact that there are no existing buildings or structures onsite, and the fact that the Approved Project does not include demolition and/or utility relocation, the presence of these chemicals can be ruled out.

The Phase I ESA contains a photograph identifying two small piles of an unknown matter on the west-central portion of the site. According to the report, it is assumed the material was a former gel substance that had since hardened inside a plastic garbage bag. On May 9, 2013, these unidentified substances in plastic bags were identified as non-RCRA hazardous waste solid and are not anticipated to be an environmental concern to the site.

During excavation and filling activities, there is potential to encounter hazardous materials in soils on the Approved Project site. There is also potential for contaminated soils and groundwater onsite, particularly in areas used for agriculture. Therefore, Mitigation Measures 4.8.1 and 4.8.2 have been prescribed to reduce impacts related to potential hazardous materials found in soils and groundwater during construction. Mitigation Measure 4.8.2 requires the development of a Health and Safety Plan for soil and groundwater disturbance that would address potential risks to construction workers during construction. Implementation of Mitigation Measures 4.8.1 and 4.8.2 would reduce potential impacts related to hazards and hazardous materials during construction to a less than significant level.

Operation of the Approved Project would involve the use and storage of hazardous materials typical to residential, commercial, retail, public facility, and park uses, which would not result in a significant hazard to employees or community members when used correctly. Therefore, the routine transport, use, and disposal of hazardous materials would not present a significant hazard to the public or the environment with regulatory compliance procedures in place, and impacts are considered less than significant.

- Accidental Release of Hazardous Materials (Threshold 4.8.2): Approved Project construction would involve the routine use of hazardous materials, including fuels, paints, and solvents. However, due to the fact that the amount of these materials during construction would be limited and regulated, they would not pose a significant threat or be considered a significant environmental hazard. In addition, the City is required to implement BMPs related to hazardous materials storage and use during construction, and to prepare a hazardous materials contingency plan that would address the potential to encounter onsite unknown hazards or hazardous materials (SP EIR Mitigation Measure 4.8.1). With implementation of SP EIR Mitigation Measure 4.8.1 (Hazardous Material Contingency Plan) during the construction process, the Approved Project would not create a significant hazard to the public or environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment, and impacts are considered less than significant. In addition, the Approved Project includes a Project Design Feature that would ensure all schools proposed as part of the Approved Project would be located away from the IID power lines and the I-10. Implementation of this Project Design Feature would reduce potential hazards associated with accident conditions to a less than significant level.

Approved Project operation would involve the use of potential hazardous materials (i.e., solvents, cleaning agents, paints, and pesticides) typical of residential, commercial, retail, public facility,

and park uses; however, when used correctly, these materials would not result in a significant hazard to employees or community members. Operation of the Approved Project would not produce hazardous emissions or handle hazardous materials, substances, or waste beyond the typical household and commercial materials just described. Therefore, the Approved Project would not create significant hazards to the public or to the environment through reasonably foreseeable upset and accident conditions involving the release of materials into the environment since no acutely hazardous materials would be handled onsite. No additional mitigation is required.

- Hazardous Emissions or Handling of Hazardous or Acutely Hazardous Materials Within One-Quarter Mile of an Existing or Proposed School (Threshold 4.8.3): The Approved Project would not produce any hazardous emissions or handle acutely hazardous materials, substances, or waste. Therefore, the schools included as part of the Approved Project would not be impacted by hazardous emissions or materials. In addition, the Approved Project site and immediate properties do not contain any existing school facilities. No additional mitigation is required.
- Interference with an Adopted Emergency-Response Plan (Threshold 4.8.7): The Approved Project site is located within an area subject to the Riverside County Emergency Operations Plan (EOP) and the Riverside County Operational Area Multi-Jurisdictional Local Hazard Mitigation Plan (LHMP). Both County plans are designed to aid decision-makers and responsible agencies in their response during emergency situations.

The Approved Project would include multiple emergency vehicle access routes to and from the site, making direct access to the site easier. In addition, Approved Project plans have been reviewed and approved by the RCFD to ensure that all structures and roadway widths would apply with regulations related to emergency vehicle access. Therefore, the Approved Project is compliant with all City and County codes and ordinances regulating emergency access.

The Approved Project would result in a significant increase in traffic on and around the site, such that the development would potentially result in significant delays to emergency vehicles. However, because the Approved Project would accommodate the future development of police and fire stations, and secondary emergency access as part of the project circulation design that would be reviewed for approval by the City Fire Department; therefore, potential impacts related to emergency vehicle delays would be reduced to a less than significant level.

The Riverside County Fire and Emergency Medical Services Master Plan addresses emergency response and evacuation procedures during events such as earthquakes, hazardous materials incidents, floods, national security emergencies, wildfires, and landslides. The City's General Plan Environmental Hazards and Safety Element addresses fire hazards and hazards and materials, among other hazards. As previously discussed, the Approved Project would not create a significant hazard to the public related to safety hazards or hazardous materials. Therefore, the Approved Project would not conflict with the Fire and Emergency Medical Services Master Plan or the City's General Plan Environmental Hazards and Safety Element. Impacts related to potential conflicts with an adopted emergency response plan would be less than significant, and no mitigation is required.

- **Wildland Fires (Threshold 4.8.8):** According to the County of Riverside Eastern Coachella Valley Area Plan, the Approved Project site is located in an area that has a low-to-moderate wildfire hazard potential. Approved Project development would be required to meet the requirements of the City's Fire Code for uses within the Moderate fire risk zone. Compliance with the fire code and any applicable design components required by the City's Fire Department would ensure that potential wildfire risks are less than significant. Furthermore, operation of the Approved Project would not increase the potential for wildland fires. Implementation of the Project Design Feature that includes fuel modification areas would reduce impacts related to hazards associated with wildfires. Therefore, the Approved Project would not expose people or structures to a significant adverse risk of loss, injury, or death related to wildland fires. Impacts would therefore be considered less than significant, and no mitigation is required.

Analysis of Proposed Project

Construction Impacts: Heavy equipment (e.g., dozers, excavators, tractors) would be operated on the proposed Project site during construction of the proposed Project. This heavy equipment would likely be fueled and maintained by petroleum-based substances such as diesel fuel, gasoline, oil, and hydraulic fluid, which is considered hazardous if improperly stored or handled. In addition, materials such as paints, adhesives, solvents, and other substances typically used in building construction would be located on the Project site during construction. Improper use, storage, or transportation of hazardous materials can result in accidental releases or spills, potentially posing health risks to workers, the public, and the environment. This is a standard risk on all construction sites, and there would be no greater risk for improper handling, transportation, or spills associated with the proposed Project than would occur on any other similar construction site.

Construction contractors would be required to comply with all applicable Federal, State, and local laws and regulations regarding the transport, use, and storage of hazardous construction-related materials, including but not limited to requirements imposed by the Environmental Protection Agency (EPA), California Department of Toxic Substances Control (DTSC), South Coast Air Quality Management District (SCAQMD), Santa Ana Regional Water Quality Control Board (RWQCB). Compliance with these laws and regulations would ensure that impacts remain less than significant, and no mitigation would be required.

Operational Impacts: The proposed Project would construct 0.75 miles of new roadway in an area that is currently vacant with no existing residential, commercial, or industrial land uses within approximately 0.5 miles of the Project site. Transportation land uses associated with the proposed Project are not expected to use significant quantities of hazardous materials or to generate significant quantities of hazardous wastes, and operation of the proposed Project would not pose a significant risk to humans or the environment. As such, a less than significant impact is anticipated.

Summary: During construction and long-term operation, the proposed Project would be required to maintain adequate emergency access for emergency vehicles by the City. Development of the proposed new roadway for Avenue 50 would increase the service worker population and traffic volumes in the area; however, this increase would not exceed the capacity of existing public roads and would not interfere with the implementation of evacuation procedures. In addition, there are currently no existing schools or public use airports within proximity to the proposed Project site, and therefore, there are no risks associated with hazardous materials transport and/or release to such facilities.

The proposed Project site is located in an area that has a low-to-moderate wildfire hazard potential. Similar to the requirements of the Approved Project as a whole, the Project Applicant would be required to comply with existing development regulations and policies during implementation of the proposed Project, including Public Resources Code Section 4290-4299 and Government Code Section 51178, which require minimum statewide fire safety standards pertaining to a) road standards for fire equipment access; 2) standards for signs identifying streets, roads, and buildings; c) minimum private water supply reserves for fire emergency use; and d) fuel breaks and greenbelt. Therefore, a less than significant impact would occur in this regard, and no mitigation measures are required.

Given the above, potential hazardous materials impacts that could result with proposed Project implementation are not substantially greater than what was identified for the Approved Project site in the SP EIR, and that those impacts identified as “Less Than Significant With Incorporation of Mitigation Previously Identified in the SP EIR” would be sufficiently mitigated with the applicable SP EIR Mitigation Measures, as described above. In addition, adherence to the local, State, and Federal regulatory framework would be required. No new significant impacts involving hazards and hazardous materials, or substantial increase in the severity of previously identified significant impacts would occur with implementation of the proposed Project. Further, the proposed Project does not trigger new impacts involving hazards or hazardous materials requiring preparation of a subsequent EIR.

4.9 HYDROLOGY AND WATER QUALITY

Would the project:

- 1) *Violate any water quality standards or waste discharge requirements?*
- 2) *Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?*
- 3) *Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?*
- 4) *Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?*
- 5) *Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?*
- 6) *Otherwise substantially degrade water quality?*
- 7) *Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?*
- 8) *Place within a 100-year flood hazard area structures which would impede or redirect flood flows?*
- 9) *Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?*
- 10) *Inundation by seiche, tsunami, or mudflow?*

SP EIR Conclusions

The SP EIR concluded the following:

- Water Quality Standards (Threshold 4.9.1): Impacts related to water quality would range over different periods: 1) during the earthwork and construction phase, when the potential for erosion, siltation, and sedimentation would be the greatest; and 2) following completion of the Approved Project, when impacts related to sedimentation would decrease markedly, but those associated with urban runoff would increase.

Construction: Pollutants of concern during construction include sediments, trash, petroleum products, concrete waste (dry and wet), sanitary waste, and chemicals. During construction activities, excavated soil would be exposed, and there would be an increased potential for soil erosion compared to existing conditions. During construction, the total disturbed area would be approximately 2,200 ac. In addition, chemicals, liquid products, petroleum products (such as paints, solvents, and fuels), and concrete-related waste may be spilled or leaked and have the potential to be transported via storm runoff into downstream receiving waters (i.e., the Whitewater River).

As specified in SP EIR Mitigation Measure 4.9.1, each phase of the Approved Project would comply with the requirements of the Construction General Permit. Under the Construction General Permit, each phase of the Approved Project would be required to prepare a Storm Water Pollution Prevention Plan (SWPPP) and implement construction Best Management Practices (BMPs) detailed in the SWPPP during construction activities to minimize erosion, prevent spills, and retain sediment and other pollutants onsite so they would not reach receiving waters. Construction BMPs would include, but not be limited to, Erosion Control and Sediment Control BMPs designed to minimize erosion and retain sediment onsite and Good Housekeeping BMPs to prevent spills, leaks, and discharge of construction debris and waste into receiving waters. Erosion Control BMPs are source control practices that protect the soil surface and prevent soil particles from detaching. Sediment Control BMPs trap soil particles after they have been detached and are moved by runoff. Sediment control measures are usually passive systems that filter or settle soil particles out of runoff. Good housekeeping BMPs are methods for good site management, such as proper handling and managing of construction materials to minimize threats to water quality. The Construction General Permit requires good housekeeping measures for construction materials, waste management, vehicle storage and maintenance, landscape materials, and potential pollutant sources. The Erosion Control, Sediment Control, and Good Housekeeping BMPs would target the pollutants of concern to retain them onsite and prevent them from reaching receiving waters.

Implementation of SP EIR Mitigation Measure 4.9.1, which requires compliance with the requirements of the General Construction Permit, including preparation and implementation of a SWPPP, would reduce potential construction impacts related to violation of water quality standards or waste discharge requirements and degradation of water quality to a less than significant level.

Operation: Pollutants of concern during operation of the proposed onsite uses are anticipated to include sediment/turbidity, nutrients, organic compounds, trash and debris, oxygen-demanding substances, bacteria and viruses, oil and grease, pesticides, and metals. The Approved Project would result in a permanent increase in impervious surface area, which would increase the volume of runoff during a storm, which would more effectively transport pollutants to receiving waters.

As specified in SP EIR Mitigation Measure 4.9.2, a Water Quality Management Plan (WQMP) would be prepared for each phase of the Approved Project. The Site Design, Source Control, and Treatment BMPs specified in the WQMPs would be incorporated into the project design to treat storm water runoff prior to discharge into the storm drain system. Site Design BMPs are BMPs that reduce runoff or pollutants at the source through intentional use of landforms and materials. Source Control BMPs are measures that focus on reducing or eliminating runoff and controlling sources of pollutants during operation of the Approved Project. Treatment BMPs utilize treatment mechanisms to remove pollutants that have entered storm water runoff. The BMPs for pollution prevention and treatment control would be consistent with the requirements of the Whitewater River Region Stormwater Management Plan (SWMP) and would target pollutants of concern from the site. All guidelines and procedures outlined in the SWMP, including the post-development

WQMP requirements, would be adhered to during all phases of the Approved Project, as currently written or subsequent future regulations.

As specified in SP EIR Mitigation Measure 4.9.3, a Maintenance and Management Program for storm water facilities would be prepared to ensure the ongoing functionality of the BMPs. The program will include detailed landscaped design criteria and a plan to evaluate the overall health of the facilities on a regular schedule and implement any corrective actions necessary to maintain the facilities ability to improve water quality.

Development of a WQMP for each phase of the Approved Project and implementation and maintenance of BMPs to target pollutants of concern in runoff from the site, as specified in SP EIR Mitigation Measures 4.9.2 and 4.9.3, would reduce potential operational impacts related to violation of water quality standards or waste discharge requirements and degradation of water quality would be less than significant levels.

Vector Control: The Coachella Valley Mosquito and Vector Control District submitted a comment letter stating that the Approved Project will increase vector populations and expose additional people to the risk of contracting vector-borne diseases. Specifically, the Approved Project's retention basins could provide habitat for larval mosquitoes. In addition, the location of the site, downwind from agricultural areas, may result in the increased need for fly and eye gnat control. Also, irrigation of the property could increase the suitability for red imported fire ants. Because there is not a specific CEQA threshold to address vector control, it is being evaluated in this section as these vectors are associated with surface water.

Flies and eye gnats are a potential concern due to the close proximity of the site to agricultural land. Imported red fire ants are a potential concern in the landscape and open space areas of the Approved Project because imported red fire ants tend to build nests in open, sunlit, irrigated, grassy areas. Mosquitos are a potential concern associated with onsite water, particularly standing water or moist soils associated with treatment BMPs, which can serve as breeding habitat for mosquitos.

As specified in SP EIR Mitigation Measure 4.9.4, a Vector Control Program would be implemented to address control of flies, eye gnats, imported red fire ants, and mosquitos. Flies and eye gnats would be controlled through measures such as landscape maintenance, removal of vegetation and landscape clippings, and irrigation management to prevent overwatering. Red ants would be controlled by limiting access to water through use of desert landscaping, irrigation management, and turf management to reduce potential nesting habitat. As specified in SP EIR Mitigation Measure 4.9.4, a Maintenance and Management Program for all storm water facilities would be developed and implemented to control mosquitos and reduce potential breeding habitat. The Maintenance and Management Program would include a detailed plan for the control of vectors indigenous to wetlands. Because the minimum length of time for mosquito development is 96 hours, the water quality features, such as vegetated strips, vegetated swales, detention devices, infiltration BMPs, bioretention BMPs, and media filters would be designed to drain within 72 hours or be sealed against mosquitos. In addition, mosquito control would be achieved through use of desert landscaping and irrigation management. With implementation of SP EIR Mitigation Measures 4.9.3 and 4.9.4, which require development and implementation of a Vector Control

Program and BMP Maintenance and Management Program, potential impacts related to vectors would be reduced to less than significant levels.

- Groundwater Recharge or Depletion of Groundwater Supplies (Threshold 4.9.2): Groundwater supplies and recharge are addressed in detail in Section 4.17, Water Supply, below. Construction and operation of the Approved Project would not substantially deplete groundwater or interfere with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level. Please refer to Section 4.17 below for a complete discussion of impacts related to groundwater supplies.
- Alteration of Existing Drainage Patterns Resulting in Erosion or Siltation (Threshold 4.9.3):

Construction: During construction activities, the Approved Project site would be graded and excavated soil would be exposed, and there would be an increased potential for soil erosion compared to existing conditions. During a storm event, soil erosion and sedimentation could occur at an accelerated rate. For example, grading activities generate sediment, which has the potential to be washed into storm drains or tracked off site by construction trucks and heavy equipment. In addition, grading and construction activities would compact soil, and construction of structures would increase the impervious area, which can increase runoff during construction.

SP EIR Mitigation Measure 4.9.1 requires preparation of a SWPPP to identify Construction BMPs to be implemented as part of each phase of development to reduce impacts to water quality during construction, including those impacts associated with soil erosion and increased runoff. Erosion Control BMPs would be implemented to prevent erosion, and Sediment Control BMPs would be implemented to prevent soil particles from leaving the site, should any erosion occur. During construction, short-term alteration of drainage patterns would occur; however, the SWPPP would include measures to divert and convey flows to reduce flooding during construction. These measures would ensure that temporarily diverted flows associated with construction activity would not result in onsite or offsite downstream flooding. Implementation of SP EIR Mitigation Measure 4.9.1, which requires compliance with the requirements of the General Construction Permit and implementation of BMPs during construction, would reduce potential construction impacts related to erosion and siltation and flooding to less than significant levels.

Operation: The Approved Project would change onsite drainage patterns and increase storm water runoff by adding impervious surface areas, including buildings and streets. However, the Approved Project would include a comprehensive drainage system to convey onsite storm flows. A detailed hydrology study would be prepared for each phase of development to ensure that the onsite storm drain facilities are appropriately sized to prevent onsite or offsite flooding (refer to SP EIR Mitigation Measure 4.9.5). In the proposed condition, the impervious surface areas would not be prone to erosion or siltation. Treatment BMPs would be incorporated into the Approved Project as required in SP EIR Mitigation Measure 4.9.2. These BMPs would be designed to convey storm water and minimize on-site erosion and siltation.

The Approved Project allows for creation of retention basins in the open space areas in order to retain 100 percent of the 100-year 24-hour storm event onsite. In this case, the Approved Project

would retain storm water runoff onsite and not result in substantial erosion, siltation, or flooding offsite. Subject to CVWD acceptance, the existing East Side Dike would provide adequate flood control for the Approved Project, and retention basins would not be required. Runoff from the site would continue to be retained temporarily by the East Side Dike and then discharged to the Whitewater River (Coachella Valley Storm Drain Channel) via Wasteway No. 2. The La Entrada community would be located on the east side of the existing East Side Dike flood control embankment. As such, the Approved Project would not substantially alter existing regional flows that create ponding adjacent to the East Side Dike during a major event.

The Approved Project would increase runoff volume from the site by 296 acre-feet (af) for a 1 percent annual chance 24-hour storm event and by 196 af for the Standard Project Flood, which would increase the water surface elevation in the East Side Dike. For a 1 percent annual chance 24-hour storm event, the minimum, average, and maximum increases in water surface elevation at the dike would be 0.51 ft, 1.23 ft, and 1.75 ft, respectively. For the Standard Project Flood, the minimum, average, and maximum increase in water surface elevation at the dike would be 0.31 ft, 1.18 ft, and 1.88 ft, respectively. The maximum increase in water surface elevation, which would occur for the Standard Project Flood, would occur within the Channel 6 outfall inundation area just south of the Avenue 50 crossing. However, this increase is limited to a 0.4-mile segment of the East Side Dike. In addition, for the Standard Project Flood, at least 4 ft of freeboard would be maintained along the East Side Dike, which would exceed the 1 ft minimum freeboard requirement in Coachella Valley Water District's Ordinance 1234.1. For the 1 percent annual chance 24-hour storm, a minimum of approximately 15 ft of freeboard is maintained, which provides substantially more freeboard than required by the 100-year plus 4 ft freeboard requirement identified in Ordinance 1234.1.

Compared to existing conditions, the change in flow velocity leaving the site would be minimal and is not anticipated to result in erosion. In addition, the changes to the flow conditions (peak flow, volume, and concentration) at the East Side Dike would be minor compared to existing conditions and is not anticipated to result in erosion of the dike. In addition, the Approved Project would reduce overland flows on the private property that currently inundate the property during large storm events in the existing condition. As a result, the flood limits and runoff velocities on this property would be substantially reduced, and the Approved Project would not substantially alter the existing drainage pattern in a manner that would result substantial erosion, siltation, or flooding off-site. Therefore, with implementation of SP EIR Mitigation Measures 4.9.2 and 4.9.5, operational impacts from alteration of the existing drainage pattern of the site and the increase in the rate and amount of surface runoff from development on the site would be reduced to a less than significant level.

- Alteration of Existing Drainage Patterns Resulting in Increased Surface Runoff (Threshold 4.9.4): Refer to the response to Threshold 4.9.3, above. Potential hydrological impacts related to the alteration of existing drainage patterns resulting in increased surface runoff would be reduced to a less than significant level with implementation of SP EIR Mitigation Measures 4.9.1, 4.9.2, and 4.9.5, described in Threshold 4.9.3. No additional mitigation is required.

- Exceedance of the Capacity of Existing/Planned Storm Water Drainage Systems (Threshold 4.9.5):

Construction: Construction of the Approved Project has the potential to introduce pollutants into the storm water drainage system from erosion, siltation, and accidental spills. In addition, grading and construction activities would compact soil, and construction of structures would increase the impervious area, which can increase runoff during construction. As specified in SP EIR Mitigation Measure 4.9.1, the Construction General Permit requires preparation of a SWPPP to identify construction BMPs to be implemented during construction to reduce impacts to water quality, including those impacts associated with soil erosion, siltation, spills, and increased runoff. With implementation of SP EIR Mitigation Measure 4.9.1, which requires compliance with the Construction General Permit and implementation of BMPs during construction, construction impacts would be reduced to a less than significant level.

Operation: The Approved Project would include a comprehensive drainage system to convey onsite storm flows. During the design of each phase of the Approved Project, a detailed hydrology study would be prepared to ensure that the onsite storm drain facilities are appropriately sized to prevent onsite flooding (SP EIR Mitigation Measure 4.9.5). If the onsite retention basins are included, the Approved Project would retain storm water runoff onsite and would therefore not contribute runoff water that would exceed the capacity of the downstream storm drain facilities. If the onsite retention basins are determined to not be required, the increased runoff from the site would continue to be retained temporarily by the East Side Dike with sufficient freeboard before being discharged to the Whitewater River (Coachella Valley Storm Drain Channel) via Wasteway No.2. Therefore, the Approved Project would not exceed the capacity of the downstream storm drain system. In addition, as required in SP EIR Mitigation Measure 4.9.2, the Approved Project, with or without onsite retention basins, would include Site Design, Source Control, and Treatment BMPs to target pollutants of concern in runoff from the site. With implementation of BMPs, the Approved Project would not provide substantial additional sources of polluted runoff. Therefore, operational impacts would be reduced to a less than significant level.

- Otherwise Degrade Water Quality (Threshold 4.9.6): Refer to the response to Threshold 4.9.1, above. Potential water quality degradation impacts that could result from implementation of the Approved Project would be reduced to a less than significant level with implementation of SP EIR Mitigation Measures 4.9.1 through 4.9.4, described in Threshold 4.9.1. No additional mitigation is required.
- Place Housing Within a Mapped 100-Year Flood Hazard Area (Threshold 4.9.7): According to the Federal Emergency Management Agency (FEMA) Federal Insurance Rate Map (FIRM) No. 0605C2300G (August 28, 2008), the Approved Project site is located within Zone X, areas determined to be outside the 0.2 percent annual chance (500-year) floodplain, and Zone D, areas in which flood hazards are undetermined, but possible. Because the majority of the site is located in Zone D where 100-year flood hazards are undetermined but possible, there is a potential for the Approved Project to place housing or structures within a 100-year flood hazard area. The Sustainable Community Design Strategies include implementation of an integrated storm water collection, implementation of a conveyance system designed to provide 100-year flood protection

to flood-prone areas, prohibition of development within onsite floodplains, and integration of setbacks/buffers and passive recreational amenities within these areas into the land use plan. Therefore, structures and housing would be protected from the 100-year flood, and construction or operational impacts related to placement or housing within a 100-year flood hazard area would be less than significant. No mitigation is required.

- Place Structures Within a 100-Year Flood Hazard Area Which Would Impede or Redirect Flood Flows (Threshold 4.9.8): Refer to the response to Threshold 4.9.7, above. Potential impacts related to placing structures within a 100-year flood hazard area that could result from implementation of the Approved Project are less than significant with implementation of Sustainable Community Design Strategies described in Threshold 4.9.7. No additional mitigation is required.
- Inundation by Seiche, Tsunami, or Mudflow (Threshold 4.9.10): Seiching is a phenomenon that occurs when seismic groundshaking induces standing waves (seiches) inside water retention facilities such as reservoirs and water tanks. Such waves can cause retention structures to fail and flood downstream properties. There are no water retention facilities located in close proximity to the Approved Project site. The retention basins are designed to temporarily detain runoff and due to their temporary nature would not constitute a body of water. Therefore, the risk associated with possible seiche waves is not considered a potential constraint or a potentially significant impact, and no mitigation is necessary.

Tsunamis are generated wave trains generally caused by tectonic displacement of the sea floor associated with shallow earthquakes, sea floor landslides, rock falls, and exploding volcanic islands. The Approved Project is not located in a tsunami inundation zone, and therefore, would not result in impacts related to exposure of people or structures to risk of loss, injury, or death involving flooding as a result of inundation by tsunami. No mitigation is required.

Mudslides and slumps are described as a shallower type of slope failure, usually affecting the upper soil mantle or weathered bedrock underlying natural slopes and triggered by surface or shallow subsurface saturation. During the geologic mapping for the Approved Project, minor debris/mudflows were noted. Because of the minor nature of the debris/mudflows, the risk associated with possible mudflows and mudslides is not considered a potential constraint or a potentially significant impact, and no mitigation is necessary. Therefore, the Approved Project would result in less than significant impacts related to exposure of people or structures to risk of loss, injury, or death involving flooding as a result of inundation by mudflow. No mitigation is required.

Analysis of Proposed Project

As concluded in the SP EIR, the anticipated development in the Approved Project Area, including that of the proposed Project, would result in water quality impacts during the earthwork and construction phase (i.e., erosion, siltation, and sedimentation) and during the operational phase (storm water and urban runoff), as well as increase demands on groundwater resources. Drainage patterns would be locally altered and runoff amounts would increase due to increased impervious areas, potentially resulting in localized flooding. However, all potentially significant effects resulting from the proposed Project, such as those relating to hydrology and water quality, can be mitigated through implementation of SP EIR

Mitigation Measures 4.9.1 through 4.9.5, and through compliance with General Plan policies and the established regulatory framework.

Adherence to the local, State, and Federal regulatory framework would be required for hydrology, water quality, and water conservation. The proposed Project would be required to comply with the requirements of the NPDES and related General Construction Activity Storm Water Permit, including submittal of a Notice of Intent and the preparation of a Storm Water Pollution Prevention Plan (SWPPP) with Best Management Practices (BMP) to control potential erosion, sedimentation, and turbidity, and reduce other pollutants both during and after construction activities. In addition, the proposed Project would be required to comply with the City's Municipal Code (Chapter 13.16) requirements and the provisions of its Municipal Storm Water Management Plan, including periodic site inspection by the City to ensure compliance. Compliance with these requirements would ensure that short-term construction activities associated with the proposed Project would not violate water quality standards or waste discharge requirements. The impact would be less than significant, and no mitigation measures are required.

In addition, no new significant impacts involving hydrology or water quality, or substantial increase in the severity of previously identified significant impacts would occur with implementation of the proposed Project. Further, the proposed Project does not trigger new impacts involving hydrology or water quality requiring preparation of a subsequent EIR.

4.10 LAND USE AND PLANNING

Would the project:

- 1) *Physically divide an established community?*
- 2) *Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?*
- 3) *Conflict with any applicable habitat conservation plan or natural community conservation plan?*

SP EIR Conclusions

It should be noted that at the time of preparation of the SP EIR in 2013, the City was in the process of updating its General Plan. The General Plan Update was subsequently approved after the Approved Project had been approved, and the General Plan Update was adopted by the City on April 22, 2015. As part of the General Plan Update, the entire Approved Project site received a land use designation of “Specific Plan” with small portions of the site along the western boundary (which will be required for new crossings over the Coachella Canal at Avenues 50 and 52) being designated as residential and industrial. However, under the previous General Plan, under which the environmental analysis for the Approved Project was conducted, the Approved Project was still found to be consistent with applicable land use plans, policies and regulations, and was determined to have a less than significant impact. Therefore, while the SP EIR determination below references land use designations assigned under the previous General Plan, the significance determination remains less than significant under the newly adopted General Plan Update.

The SP EIR concluded the following:

- Conflict With Applicable Land Use Plans, Policies, or Regulations of an Agency With Jurisdiction Over the Project (Threshold 4.10.2): The Approved Project would expand the existing allowable land uses on the Approved Project site to allow additional land use designations, such as Very Low-Density Residential (VLDR), Medium-Density Residential (MDR), High-Density Residential (HDR), Mixed-Use (M-U) (includes Retail Commercial, Office Commercial, High-Density Residential, and Community/Public Facilities), and School (Elementary and Middle Schools) uses. In addition, the Approved Project would require a Specific Plan Amendment to change Specific Plan boundaries on the General Plan Land Use Map from “McNaughton Specific Plan” to “La Entrada Specific Plan” on both the City’s Land Use Diagram and Zoning Map. These land use designations would apply to the Specific Plan site only and would not change the categories of land use designations in the General Plan for other areas in the City.

The Approved Project would be consistent with all applicable policies in the City’s General Plan, as shown by the land use consistency analysis in Section 4.10 of the SP EIR. In addition, the approval of a GPA and Zone Change would enable the La Entrada Specific Plan to serve as the guiding land use and zoning document for the site.¹ Therefore, the Approved Project would be consistent with the City’s General Plan. Impacts related to inconsistencies between the Approved

¹ The General Plan Amendment and Zone Change were approved as part of adoption of the City’s General Plan Update on April 22, 2015.

Project and the City's General Plan would be less than significant, and no mitigation would be required.

Analysis of Proposed Project

According to the General Plan Land Use Designation Map (2015) and the City's official Zoning Map (2013), the following land use and zoning designations are included within the boundaries of the proposed Project area:

- Land Use: Specific Plan (La Entrada Specific Plan); General Neighborhood; Suburban Neighborhood; Industrial District
- Zoning: Agricultural Transition (A-T); Open Space (O-S); Residential Single Family (R-S)

The land uses surrounding the proposed Project site include open space to the north and east, and agricultural, residential, industrial development to the south and west of the Coachella Canal. Within the proposed Project site, Avenue 50 is currently limited to a dirt access road west of the Canal, and does not exist east of the Canal, since the site is entirely undeveloped at this time.

As concluded in the SP EIR, the anticipated Approved Project development, including the proposed Project, would not physically divide an established community. This development was anticipated and accounted for in the SP EIR, as well as the recently-adopted General Plan Update, and the proposed Project does not propose to change land use or zoning designations. In addition, the proposed new Avenue 50 roadway is listed in the General Plan Update Mobility Element's Road Network Vision as a planned "New Major Corridor" roadway; therefore, no new land use compatibility issues would be created. As such, all potentially significant effects resulting from the proposed Project's new roadway development, such as those relating to land use and planning, have already been adequately analyzed in the earlier SP EIR and a less than significant impact would occur; refer to SP EIR Threshold 4.10.2.

No new significant impacts involving land use and planning, or substantial increase in the severity of previously identified significant impacts would occur with implementation of the proposed Project. Further, the proposed Project does not trigger new land use or planning impacts requiring preparation of a subsequent EIR.

4.11 MINERAL RESOURCES

Would the project:

- 1) *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?*
- 2) *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?*

SP EIR Conclusions

The SP EIR concluded the following:

- Loss of Available of a Known Mineral Resource (Threshold 4.11.1): The Approved Project site is located on land which is designated as a Mineral Resource Zone 3 (MRZ-3), which is defined as, “Land areas containing mineral deposits for which the significance cannot be determined based on available information.” The site contains aggregate mineral deposits such as sand and gravel. Operation of the Approved Project would not result in a loss of availability of known mineral resources that would be of value to the region since ground disturbance, grading, or excavation activities are not likely to occur as part of the long-term operational activities. However, during Approved Project construction, a substantial amount of sand and gravel onsite would be removed that may be suitable for aggregate and would prevent the potential future utilization of these resources. Therefore, development of the Approved Project would be inconsistent with the City’s goal of conserving land within MRZ-3. However, although sand and gravel resources are of value to the region and residents of the State of California, the amount of sand and gravel resources on the Approved Project site would represent only a very small percent of the total sand and gravel resources available in California. As a result, the loss of those resources onsite would represent only a very minor loss and a less than significant impact compared to the available sand and gravel resources in the region. Existing commercial aggregate sources are anticipated to be able to adequately meet existing and future needs. Therefore, impacts to the availability of known mineral resources within the Approved Project area are considered less than significant, and no mitigation is required.

Analysis of Proposed Project

As concluded in the SP EIR, the Approved Project site, including the proposed Project area, is located within an area designated as a Mineral Resource Zone 3 (MRZ-3), which is defined as, “Land areas containing mineral deposits for which the significance cannot be determined based on available information.” However, the amount of sand and gravel resources on the proposed Project site would represent only a very small percent of the total sand and gravel resources available in California. As a result, the loss of those resources onsite would represent only a very minor loss and a less than significant impact compared to the available sand and gravel resources in the region. Therefore, all potentially significant effects resulting from development of the proposed Project, such as those relating to mineral resources, have already been adequately analyzed in the SP EIR, and a less than significant impact is anticipated in this regard; refer to SP EIR Threshold 4.11.1. Further, the proposed Project does not trigger new impacts to mineral resources requiring preparation of a subsequent EIR.

4.12 NOISE

Would the project:

- 1) *Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?*
- 2) *Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?*
- 3) *A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?*
- 4) *A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?*
- 5) *For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?*
- 6) *For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?*

SP EIR Conclusions

The SP EIR concluded the following:

- Noise Levels in Excess of General Plan/Ordinance Standards (Threshold 4.12.1):

Construction: The Approved Project would result in short-term noise impacts associated with construction activities. The site preparation phase, which includes grading and paving, tends to generate the highest noise levels, since the noisiest construction equipment is earthmoving equipment. Earthmoving equipment includes excavating machinery such as backhoes, bulldozers, and front loaders. Earthmoving and compacting equipment includes compactors, scrapers, and graders. Typical operating cycles for these types of construction equipment may involve 1 or 2 minutes of full power operation followed by 3 or 4 minutes at lower power settings. Construction of the Approved Project is expected to require the use of scrapers, bulldozers, motor grader, and water and pickup trucks. Noise associated with the use of construction equipment is estimated to reach between 79 and 89 dBA Lmax at a distance of 50 ft from the active construction area for the grading phase. The maximum noise level generated by each scraper is assumed to be approximately 87 dBA Lmax at 50 ft from the scraper in operation. Each bulldozer would also generate approximately 85 dBA Lmax at 50 ft. The maximum noise level generated by the sound sources with equal strength increases the noise level by 3 dBA. The worst-case combined noise level during this phase of construction would be 91 dBA Lmax at a distance of 50 ft from an active construction area.

The closest sensitive receptors to the Approved Project's construction area are three (3) residences located along Avenues 50 and 52 near the western boundary of the site at a distance of 100 ft. At this distance, these receptor locations would be exposed to construction noise levels of up to 85 dBA Lmax during site preparation. In addition, residences constructed in earlier phases within 100 ft of an active construction area would be exposed to construction noise levels of up to 85 dBA Lmax during site preparation of later phases. After site preparation is completed for

each individual phase, other construction activities would generate lower noise levels. Noise generated during construction phases would be in compliance with the time periods specified in the City's Municipal Code.

It is recognized by municipalities that it is not possible to reduce construction noise levels to City standards for fixed sources. As a result, the City of Coachella, like numerous cities throughout California, has established time periods when construction can occur to minimize disturbance to sensitive receptors (City of Coachella Municipal Code, Chapter 7.04, Noise Control, and Section 7.04.075, Construction Activities). Construction noise sources are not stationary, and therefore, high noise levels would not persist in one particular location. Furthermore, high noise levels generated during the site preparation phase would occur over a short time of the overall construction period (site preparation is assumed to occur over 7 months, or approximately 5 percent of the total 136 months for the entire construction for each phase). Although the noise reduction potential will be project and site specific, the following measures would further reduce noise impacts during the project construction period to less than significant:

- Use of manufacturer-certified mufflers would generally reduce the construction equipment noise by 8 to 10 dBA;
- Noise reduction from directing the equipment away from sensitive receptors will depend on the distance and directivity of the equipment noise emissions; and
- Locating the staging area away from sensitive receptors will also reduce the noise levels, depending on the distance involved and whether any intervening structures exist.

For these reasons, compliance with the City's construction time periods specified in SP EIR Mitigation Measure 4.12.1 is considered adequate to reduce construction-related noise impacts to a less than significant level.

Operation: The Approved Project would result in both offsite and onsite operational traffic noise impacts. The existing plus project traffic conditions would result in substantial increases in traffic noise levels along the majority of the roadway segments leading to the site due to the increases in traffic associated with the Approved Project. This is due to the omission of future ambient traffic volume growth in the baseline condition. Existing plus project traffic noise level increases over the existing baseline condition would range up to 27.1 dBA compared to up to 5.1 dBA increases in the future (2020, 2030, and 2035) year scenarios.

For the future (2020, 2030, and 2035) with project scenarios, the following offsite roadway segments would experience traffic noise level increases exceeding 3 dBA:

- Avenue 50 between Tyler Street and Polk Street: 2020 (+3.3 dBA)
- Avenue 50 between Polk Street and Fillmore Street: 2020 (+3.3 dBA)
- Avenue 50 between Fillmore Street and Street C: 2020 (+4.7 dBA), 2030 (+4.6 dBA), 2035 (+4.5 dBA)
- Avenue 52 between Fillmore Street and Pierce Street: 2020 (+4.5 dBA), 2030 (+4.2 dBA), 2035 (+4.2 dBA)

However, there are no existing noise-sensitive land uses along Avenue 50 between Fillmore Street and Street C, along Avenue 50 between Polk Street and Fillmore Street, or along Avenue 52 between Fillmore Street and Pierce Street. Based on information provided by the City, there are no planned sensitive uses at these locations. Therefore, no potential traffic noise impacts would occur that would affect sensitive noise receptors along these roadway segments.

There are three (3) existing residences along Avenue 50 between Tyler Street and Polk Street. Two of them are more than 200 ft away from the centerline of Avenue 50 and would not be impacted by the projected 65 dBA CNEL traffic noise contour under the 2020 scenario, which has the highest increase in dBA (refer to the bulleted list above). The other one has its front edge approximately 100 ft from the centerline of Avenue 50. However, there is no noise-sensitive outdoor living area between the structure and the road. The backyard is shielded by the offsite residences and would not be exposed to traffic noise exceeding 65 dBA CNEL under the 2020 scenario. Therefore, no significant offsite traffic noise impacts would occur, and no mitigation measures would be required for offsite sensitive land uses.

The following street segments and associated Planning Areas (PAs) would have potential traffic noise impacts on the proposed onsite uses:

- Avenue 50 between Fillmore Street and Street C (PA G3 Open Space and PA G2 Parks/Recreation);
- Avenue 50 between Street C and Street A (PA G2 Parks/Recreation, PA G12 Medium Density Residential, and PA G9, PA G10, and PA G11, Mixed Use);
- Avenue 50 between Street A and the I-10 Eastbound Ramp (PA G7 and PA G8 Mixed Use); and
- I-10 (PA G1 Parks/Recreation, PA G5 High Density Residential, PA G6 Mixed Use, PA G7 Mixed Use, PA G8 High Density Residential, PA G19 Medium Density Residential, PA G20 Low Density Residential, and PA G21 Open Space).

To determine the potential traffic noise impact on the proposed residential uses, the Noise Impact Analysis prepared for the Approved Project was conducted using the projected traffic volumes along the roads that abut the site. The 2030 With Project condition yields the highest traffic volumes along Avenue 50 between Fillmore Street and Street A, and the 2035 With Project condition yields the highest traffic volume along Avenue 50 between Street A and the I-10 eastbound ramp and I-10 in the Approved Project vicinity. These noise levels represent the worst-case scenario, which assumes that no shielding (wall, barrier, slope, etc.) is provided between traffic and the location where the noise contours are drawn.

Dwelling units proposed in the Medium Density Residential Planning Area of G12 that are within 256 ft of the Avenue 50 centerline would be exposed to traffic noise exceeding the exterior noise standards for residential uses (over a 24-hour period). In order to reduce exterior noise levels to 60 dBA CNEL or lower, sound walls would need to be constructed for residential units with outdoor living areas (backyard, patio, balcony, or deck). SP EIR Mitigation Measure 4.12.2 includes the specific structural upgrades for sensitive uses within Planning Areas G12, G9, G10, and G11 to reduce potential noise levels to exterior noise levels to 60 dBA CNEL or lower and interior noise levels to 45 dBA CNEL or lower, assuming no shielding (buildings, etc.) are placed between the

sensitive receptors and the roadway. Placement of a commercial building between the roadway and sensitive receptors may reduce traffic noise levels at the sensitive receptors. Therefore, depending on the layout of each Planning Area, noise levels could be reduced further at sensitive receptor locations, and sound walls could be modified. SP EIR Mitigation Measures 4.12.2 and 4.12.3 include the requirement for site-specific noise analyses prior to approval of the Tentative Tract Map in order to fine-tune the noise reduction features. These mitigation measures would include the construction of stand-alone sound walls and/or building façade enhancements so that CNEL exterior noise standards are met. Implementation of SP EIR Mitigation Measures 4.12.2 and 4.12.3 would ensure that both the exterior and interior noise standards are met through a detailed acoustical impact study based on the tract map and grading information. Potentially significant noise impacts would be reduced to a less than significant level.

- Excessive Ground-borne Vibration or Noise Levels (Threshold 4.12.2): The Approved Project may result in construction-related ground-borne vibration or noise levels, but is not expected to result in any long-term operational vibration. Ground-borne noise and vibration from construction activity would be mostly low-to-moderate except if pavement breaking or sheet pile vibration is used onsite. Bulldozers and other heavy-tracked construction equipment generate approximately 92 VdB of ground-borne vibration when measured at 50 ft, based on Transit Noise and Vibration Impact Assessment (FTA 2006). This level of ground-borne vibration exceeds the threshold of human perception, which is around 65 VdB (FTA 2006). Based on Caltrans' Transportation Related Earthborne Vibration, Technical Advisory (Rudy Hendricks, July 24, 1992), vibration level at 100 ft is approximately 6 VdB lower than the vibration level at 50 ft. Vibration at 200 ft from the source is more than 6 VdB lower than the vibration level at 100 ft, or more than 12 VdB lower than the vibration level at 50 ft. Therefore, receptors at 100 ft and 200 ft from the construction activity may be exposed to ground-borne vibration up to 86 and 80 VdB, respectively, during site preparation for each of the five phases (site preparation is assumed to occur over 7 months, or approximately 5 percent of the total 136 months for the entire construction for each phase [in a noise analysis, construction phases can overlap]).

Although this range of ground-borne vibration levels would result in potential temporary annoyance at the nearest residences adjacent to the site, it is not considered excessive, and it would not cause any damage to the buildings. Therefore, construction vibration, similar to vibration from other sources, would not have any significant effects on outdoor activities. No mitigation is required.

- Substantial Permanent Increase in Ambient Noise Levels in the Project Vicinity (Threshold 4.12.3): There would be an increase in traffic noise levels on several roadway segments in the Approved Project vicinity as a result of the Approved Project. However, there are either no existing noise-sensitive land uses or no noise-sensitive outdoor living areas that would be exposed to the traffic noise along these roads. Therefore, no significant offsite traffic noise impacts would occur, and no mitigation measures would be required for offsite sensitive land uses. SP EIR Mitigation Measures 4.12.2 and 4.12.3 have been identified for future onsite uses that could be impacted by traffic noise to reduce this impact to less than significant levels. Sound walls are recommended to reduce the traffic noise levels in the outdoor active use areas to 60 dBA CNEL or lower to meet the City's exterior noise standard of 60 dBA CNEL. To achieve the interior noise level standard,

building facade enhancements and mechanical ventilation (air conditioning) were identified to reduce the exterior noise inside the dwelling units to meet the 45 dBA CNEL interior noise standard. All measures specified are typically the minimum that would be required to meet these noise standards, and therefore, reduce noise to a level that is less than significant.

- Substantial Temporary or Periodic Increase in Ambient Noise Levels in the Project Vicinity (Threshold 4.12.4): Construction at the Approved Project site would temporarily increase ambient noise levels above existing levels without the Approved Project. The high noise levels that would occur during site preparation caused by earthmoving equipment for each of the phases would be temporary because site preparation during each phase is assumed to last 7 months, or 5 percent of the total time required for construction. Other construction activities such as building erection would generate lower noise levels, and the majority of the construction activity would occur more than 100 ft from the nearest receptors. In addition, the Approved Project would comply with the time periods for construction specified in the City's Municipal Code as listed in SP EIR Mitigation Measure 4.12.1, which does not allow construction at nighttime. Compliance with the City's construction hour restrictions would reduce the construction noise impact to a less than significant level. Implementation of Mitigation Measure 4.12.1 would further reduce the construction noise exposure for receivers adjacent to the site by requiring all construction equipment to be equipped with properly operating and maintained mufflers, placing all stationary equipment so that noise is directed away from noise-sensitive receptors and locating equipment staging areas to create the greatest distance between construction-related noise sources and noise-sensitive receptors. Therefore, the temporary construction-related increase in ambient noise levels is not considered substantial and would be reduced to a less than significant level with mitigation incorporated.

Analysis of Proposed Project

As discussed in the SP EIR Threshold 4.12.1 discussion above, potential operational noise impacts would occur in areas adjacent to the proposed Avenue 50 roadway under the Approved Project, including the proposed Project. Dwelling units proposed in the Medium Density Residential Planning Area of G12 that are within 256 ft of the Avenue 50 centerline would be exposed to traffic noise exceeding the exterior noise standards for residential uses (over a 24-hour period). In order to reduce exterior noise levels to 60 dBA CNEL or lower, sound walls would need to be constructed for planned residential units with outdoor living areas (backyard, patio, balcony, or deck). SP EIR Mitigation Measure 4.12.2 includes the specific structural upgrades for sensitive uses within Planning Areas G12, G9, G10, and G11 to reduce potential noise levels to exterior noise levels to 60 dBA CNEL or lower and interior noise levels to 45 dBA CNEL or lower, assuming no shielding (buildings, etc.) are placed between the sensitive receptors and the roadway. Placement of a commercial building between the roadway and sensitive receptors may reduce traffic noise levels at the sensitive receptors. Therefore, depending on the layout of each Planning Area, noise levels could be reduced further at sensitive receptor locations, and sound walls could be modified. SP EIR Mitigation Measures 4.12.2 and 4.12.3 include the requirement for site-specific noise analyses prior to approval of the Tentative Tract Map in order to fine-tune the noise reduction features. These mitigation measures would include the construction of stand-alone sound walls and/or building facade enhancements so that CNEL exterior noise standards are met. Implementation of SP EIR Mitigation Measures 4.12.2 and 4.12.3 would ensure that both the exterior and interior noise standards are met

through a detailed acoustical impact study based on the tract map and grading information. Potentially significant noise impacts resulting from implementation of the proposed Project would be reduced to a less than significant level.

In addition, the proposed Project site is not located within an airport land use plan or private airstrip. The nearest airport to the proposed Project site is Jacqueline Cochran Regional Airport (TRM), which is located approximately 4.5 miles to the southwest. Therefore, no impacts are anticipated in this regard and no mitigation measures are required.

The above discussion demonstrates that the potential noise impacts identified in this analysis are not substantially greater than what was identified for the Approved Project site in the SP EIR, and that those impacts identified as “Less Than Significant With Incorporation of Mitigation Previously Identified in the SP EIR” would be sufficiently mitigated with the applicable SP EIR Mitigation Measures, as described above. No additional mitigation beyond the provisions in those Mitigation Measures is required. In addition, the proposed Project would be subject to compliance with the General Plan and Municipal Code noise standards; Coachella Municipal Code Chapter 7.04 contains regulations to protect residents from exposure to excessive noise. Further, the proposed Project does not trigger new noise impacts requiring preparation of a subsequent EIR.

4.13 POPULATION AND HOUSING

Would the project:

- 1) *Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?*
- 2) *Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?*
- 3) *Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?*

SP EIR Conclusions

The SP EIR concluded the following:

- Induce Substantial Population Growth (Threshold 4.13.1): The Approved Project would result in the development of up to 7,800 new residential units. Utilizing the DOF factor of 4.61 people per household and, assuming every resident was a new citizen of the City, these residential uses would result in a population increase in the City of up to 35,958 people. This potential population growth would not induce growth beyond the level of growth the City is anticipating with respect to utilities and infrastructure. However, as described in SP EIR Section 4.14, Public Services and Utilities, the projected population growth associated with the Approved Project at buildout would exceed the existing capacity at the City's wastewater treatment plant (WWTP). However, based on the sewer study conducted for the Approved Project, the expansion of the City's WWTP is possible and foreseeable in the near future due to development growth. Capacity improvements to the WWTP would be separate from the proposed Specific Plan and would require separate environmental evaluation at the time the improvements are proposed by the Coachella Sanitary District (CSD). As a result, Phase 5 of the Approved Project would result in a significant unavoidable adverse impact related to the demand for wastewater treatment, until such time improvements to the WWTP are implemented by the CSD.

Although the Approved Project site is currently vacant, surrounding roadway facilities (Avenues 50 and 52) contain the necessary public utilities (water, recycled water, sewer, storm drainage, electrical, natural gas, and transportation services) to support the Approved Project. The Approved Project would include the extension of public utilities to a previously unserved site, including new water, sanitary sewer, and storm water services. The extension of these services and roadway improvements would serve to remove an existing obstacle to growth in the area. The impact of the removal of these obstacles to growth is considered less than significant because the Approved Project was identified and planned for development under the General Plan Update, and planned infrastructure improvements would not be oversized to serve additional growth beyond that described in the Specific Plan. In the absence of a significant impact, no mitigation is required.

Analysis of Proposed Project

The proposed Project would not have adverse impacts regarding population and housing because it is a transportation infrastructure project and does not propose any new housing. As such, no population growth would occur with Project implementation. In addition, there are no existing residential structures

on the Project site, and no homes in the vicinity of the proposed Project would be displaced as a result of Project implementation. The proposed Project is in compliance with General Plan policies and programs, and is listed in the General Plan Update Mobility Element's Road Network Vision as a planned "New Major Corridor" roadway. Therefore, impacts are considered to be less than significant. No new significant impacts involving population and housing, or substantial increase in the severity of previously identified significant impacts, would occur with implementation of the proposed Project. Further, the proposed Project does not trigger new impacts to population and housing requiring preparation of a subsequent EIR.

4.14 PUBLIC SERVICES AND UTILITIES

Would the project:

- 1) *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire protection?*
- 2) *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for police protection?*
- 3) *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 schools?*
- 4) *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 library services?*
- 5) *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 public transportation?*
- 6) *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for other public utilities?*
- 7) *Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?*
- 8) *Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?*
- 9) *Result in substantial adverse physical impacts associated with the provision of new or physically altered energy transmission facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable levels of service?*
- 10) *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?*
- 11) *Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?*

12) Conflict with federal, state, and local statutes and regulations related to solid waste?

SP EIR Conclusions

The SP EIR concluded the following:

- Fire Protection (Threshold 4.14.1): The Approved Project would result in a population increase of approximately 35,958 new residents, as well as an additional 3,355 employees associated with the proposed commercial uses on the site. This increase in population would result in an increased demand on existing fire facilities and may increase response times. The Approved Project includes Project Design Features to accommodate and provide future fire services to serve the Approved Project area. The Approved Project applicant would also be required to pay Fire Facility Impact Fees to fund future fire facilities to serve the Approved Project area and beyond.

Development of a fire station on the Approved Project site would result in additional staff and facilities that would provide sufficient fire services to the Approved Project at buildout. In addition, the additional staff provided by the onsite fire station is anticipated to reduce response times within the area. Although the Approved Project would provide a site for future development of the fire station, it would not include construction of that fire station. Therefore, there would be significant adverse unavoidable interim impacts to fire and emergency services onsite until the fire station is built. Subsequent to the development of the fire station, impacts to fire facilities would be less than significant.

- Police Protection (Threshold 4.14.2): The increase in population associated with the Approved Project would further reduce the existing police protection service ratio of 0.9 or 1 officer/1,000 residents to approximately 0.5 officer/1,000 population. Therefore, the Approved Project would result in a decrease in acceptable service ratios for police protection. In addition, the Approved Project would incrementally increase calls for police service associated with the 35,958 residents and 3,355 employees onsite. Therefore, it is anticipated that the current response time of 4.6 minutes for emergency calls would be increased as a result of Approved Project development.

The Approved Project includes Project Design Features that would help meet future police service demands as a result of the Approved Project, and would contribute to Police Impact Fees that would fund future police services throughout the City. During Approved Project operation, the sales and property taxes would be generated that could provide financial support for future police facilities and services. In addition, the Approved Project has also reserved a site for the future construction of a police station within a mixed-use area in the Central Village during Phase 2 of development.

Although the Approved Project would reserve a site in Phase 2 for the future development of the police station, construction of a police station is not included in the Specific Plan. Therefore, there would be significant adverse unavoidable interim impacts during Approved Project construction and operation to existing police services until the police station is developed. Subsequent to the development of the police station, impacts to police facilities would be considered less than significant.

- Schools (Threshold 4.14.3): The increase in population associated with the Approved Project would result in the generation of a new student population and the need for additional schools.

Three elementary school sites and one middle school site have been reserved as part of the Approved Project. Although the Approved Project would not specifically construct the school facilities, the Approved Project would accommodate future development by reserving sites for each of the schools.

In addition, Approved Project residential and commercial development would be required to pay statutory school fees pursuant to Education Code Section 17620 at the issuance of each building permit. Payment of these fees would fully mitigate potential long-term impacts to school facilities by providing funds for the future construction of schools onsite. Because most elementary and middle schools that serve the Approved Project area are over capacity, the additional students generated at each phase of development would result in significant interim impacts to existing school facilities until the proposed schools are constructed.

- Library Services (Threshold 4.14.4): Development of the Approved Project would result in a population of approximately new 35,958 residents, and thus, would result in increased demand for library square footage and materials during each phase of construction, as well as at buildout that would exceed existing library facilities. The applicant would be required to pay Library Impact Fees based on the number of dwelling units proposed, consistent with requirements in the City's Municipal Code, that would be used for the land acquisition and construction costs of new public libraries throughout the City.

The Approved Project would include four school sites that would likely include libraries that would serve the students in these schools, and would also include multiple community centers that may have internet access. However, although the Approved Project would include several Project Design Features and would pay Library Impact Fees that would reduce impacts to existing library facilities, the increase in population associated with Approved Project buildout would result in the need for additional library facilities and library materials that would not be accommodated by the project development. Therefore, the Approved Project's impact to library services would be significant and unavoidable until future library facilities were built. Unlike the school facilities fees mandated in Education Code Section 17620, payment of Library Impact Fees alone would not mitigate the facilities impact under CEQA.

- Public Transportation (Threshold 4.14.5): Sunline Transit Agency currently operates two bus routes (Lines 90 and 91) that service the City. Line 91 is the closest bus route to the Approved Project site; however, the closest bus stop is nearly 3 miles away at Airport Boulevard and Palm Street in the community of Thermal. The Approved Project would accommodate the extension of these bus routes along Avenues 50 and 52 during each phase of development, continuing into the site to loop through "Street A," which would run through the Central Village area. Because the Approved Project would accommodate the extension of existing Sunline Transit Agency bus routes, impacts to public transportation would be less than significant, and no mitigation is required.

In addition, the Approved Project would include neighborhood electric vehicles (NEVs) that would consist of golf carts and other electronically powered low-speed vehicles. NEVs would be utilized along residential streets with a speed limit of 25 miles per hour (mph) and other streets with a speed limit of 35 mph, as well as off-street trails along Avenues 50 and 52 and "Street A." The

intent of these NEVs is to provide alternative modes of transportation and reduce vehicle miles traveled within the site. The Approved Project would also provide bicycle facilities (i.e., lanes and paths) throughout the Specific Plan site.

- Public Utilities (Threshold 4.14.6): The increase in residential and commercial uses associated with the Approved Project would result in the need for additional public utility services within the Approved Project site. Both Verizon and Time Warner Cable would extend current facilities to meet increased demand for telephone, internet, and cable services associated with the Approved Project. The Approved Project would ensure the provision of telecommunication services by requiring plan checks for Tentative Tract Map approval during each phase of development. Verizon indicated that it would extend facilities to provide high-speed communications and internet service to homes and businesses on the site. Time Warner Cable would install facilities to serve the site within an underground joint trench shared with local utilities. Therefore, because Verizon and Time Warner Cable would be able to provide adequate telephone, internet, and cable services to the site, no adverse impact would occur to these services as a result of the Approved Project, and no mitigation is required.
- Exceed Wastewater Treatment Requirements (Threshold 4.14.7): The increase in residential and commercial uses associated with the Approved Project would result in the need for additional wastewater facilities. A wastewater analysis was prepared for the Approved Project, which provides detail as to the amount of sewage that would be generated for average and peak flows, existing and future flow routing through proposed projects and downstream sewers, recommendations for project sewer design parameters (pipe size, slope, and area served by lift station) paralleling existing sewers where required, and an estimate of cumulative flows generated by the Approved Project. As concluded in the sewer analysis, the City's wastewater treatment system has adequate capacity to accommodate the increase in wastewater demand from the Approved Project with associated expansions of the existing City wastewater treatment plant (WWTP). Therefore, the Approved Project would not exceed wastewater treatment requirements, and a less than significant impact would occur.
- Storm Water Drainage Facilities (Threshold 4.14.8): The increase in residential and commercial uses associated with the Approved Project would result in the need for additional storm water drainage facilities. The Approved Project would include a comprehensive drainage system to convey onsite storm flows. During design of each phase of the Approved Project, a detailed hydrology study would be prepared to ensure that the onsite storm drain facilities are appropriately sized to prevent onsite. If onsite retention basins are included, the Approved Project would retain storm water runoff onsite and would, therefore, not contribute runoff water that would exceed the capacity of the downstream storm drain facilities. If the onsite retention basins are determined to not be required, the increased runoff from the site would continue to be retained temporarily by the East Side Dike with sufficient freeboard before being discharged to the Whitewater River (Coachella Valley Storm Drain Channel) via Wasteway No. 2. Therefore, the Approved Project would not exceed the capacity of the downstream storm drain system.
- Energy Transmission Facilities (Threshold 4.14.9): The increase in residential and commercial uses associated with the Approved Project would result in an increase of the long-term demand for

energy and natural gas, and subsequently, the need for additional energy transmission facilities and natural gas infrastructure.

Regarding energy transmission facilities, based on the total electricity demand associated with the Approved Project, development would require Imperial Irrigation District (IID) to install two new distribution substations within the site (one in the upper area of the Central Village and one in the lower area of the Hillside Village) to expand the electric system. Electricity would be provided to the site in phases. All new transmission lines would be constructed within the road rights-of-way (ROW) (within roads in Central and Hillside Villages, as well as along the extension of Avenue 52 within the Specific Plan) and would not result in substantial environmental impacts because the ROW would already be disturbed during grading, street construction, and potential trenching activities. In addition, the Approved Project would include various energy conservation and generation practices outlined in the La Entrada Specific Plan that would reduce energy demands. Impacts associated with the provision of electricity would be less than significant. The supply and distribution of electricity to the Approved Project would not disrupt power to the surrounding area or adversely affect service levels. Therefore, there would be a less than significant impact on generation and transmission facilities, and no mitigation would be required.

Regarding natural gas infrastructure, Approved Project development would require Southern California Gas (SCG) to construct a gas regulator station near an existing transmission line to provide an additional natural gas source to serve the site. This regulator station would provide SCG with an additional feed point for new gas distribution mains within the site. Similar to the electrical transmission line improvements, it is anticipated that the gas regulator station would be located in road ROW areas. Therefore, because this ROW area would have already been disturbed by grading, street construction, and potential trenching activities, environmental impacts associated with the construction of this facility would be less than significant. With the development of the gas rectangular station, impacts associated with the provision of natural gas would be less than significant. The supply and distribution of electricity to the Approved Project would not disrupt the natural gas currently provided to the surrounding area or adversely affect service levels. Therefore, with these infrastructure improvements, the site would receive needed natural gas during each phase of development, as well as at buildout. A less than significant impact would occur and no mitigation is required.

- Wastewater Treatment Provider (Threshold 4.14.10): The increase in residential and commercial uses associated with the Approved Project would result in the need for increased wastewater treatment services. A wastewater analysis was prepared for the Approved Project, which states that the existing lift station would be able to accommodate wastewater from the Approved Project. However, the WWTP, which would receive wastewater from the lift station, would require an expansion to accommodate the Approved Project before complete buildout of the Specific Plan area. Specifically, depending on the progress of other land development noted above and the capacity of the WWTP, the City may have to expand the WWTP or make other changes in its wastewater system to accommodate project development that occurs after 60 percent build out of the Specific Plan.

Although the City's Capital Improvement Program (CIP) and Sewer Master Plan identify the need for expansion of the WWTP, there is no guarantee that any planned expansion of the WWTP would be completed at the time that capacity is needed after 60 percent buildout of the Approved Project. When development plans are submitted for individual parcels within the Approved Project area, the City's Sanitation Division will review them to determine whether the existing conveyance system capacity constraints would limit its ability to provide sewer service, and will identify specific upgrades that may be necessary to provide sufficient capacity to support the individual development projects in the Approved Project area. If the planned expansions of the WWTP do not occur, then the WWTP would not be able to accommodate the anticipated wastewater generation associated with full buildout of the Approved Project. For this reason, impacts are considered significant, and mitigation is required.

The Approved Project Applicant would be conditioned to pay all applicable Development Impact Fees related to sewer infrastructure. All development applications as part of the Approved Project would be conditioned to construct all associated sewer lines and infrastructure needed to serve the planned development areas. All sewer facilities and connections would be designed and installed consistent with the City's requirements. Nonetheless, the payment of sewer connection fees and installation of sewer connections and facilities would not be sufficient to reduce the Approved Project impacts related to wastewater treatment to below a level of significance if the capacity of the WWTP is not expanded.

- Landfill Capacity (Threshold 4.14.11): The increase in residential and commercial uses associated with the Approved Project would result in additional demand on existing landfills. Solid waste generated by the Approved Project land uses would be sent to the Coachella Valley Transfer Station for sorting, and non-recyclable materials would be deposited in the Badlands or Lamb Canyon Sanitary Landfills. However, while the Approved Project would generate a less than significant proportion of solid waste compared to the total permitted daily capacity of both landfills and would implement waste reduction strategies to reduce the amount of solid waste generated, the closure dates for the Badlands and the Lamb Canyon Sanitary Landfills are 2024 and 2021, respectively. Because the Approved Project would be implemented over 30 years with completion estimated in 2045, and because Phases 1 and 2 are estimated to be completed by 2020 and 2025, respectively, the two landfills that would serve the site are anticipated to be closed prior to completion of Approved Project buildout.

Both the Lamb Canyon and Badlands Sanitary Landfills have substantial potential for future expansion, which could potentially accommodate solid waste generated by the Approved Project. However, there are no plans or permits currently in place to allow for such expansions. Therefore, solid waste impacts must be analyzed from a conservative approach and assume the closure of these two landfills as shown in the current Riverside County Waste Management Plan, and such as, the Approved Project would have a significant adverse impact related to solid waste subsequent to the closure of these landfills.

- Solid Waste Regulations (Threshold 4.14.12): The Approved Project would comply with solid waste diversion requirements established by California Green Building Standards Code (CalGreen), requiring the diversion of at least 75 percent of solid waste. The City's Municipal Code

requires all new construction to meet the State requirement (California Integrated Water Management Act of 1989) of at least 50 percent diversion for all construction waste. In addition, the Approved Project would adhere to Sustainable Community Design Strategies for materials efficiency that would promote recycling and the reuse of materials within the project design. Therefore, the Approved Project would comply with federal, State, and local statutes and regulations related to solid waste, and no mitigation is required.

Analysis of Proposed Project

As concluded in the SP EIR, the anticipated development and population growth associated with development in the Approved Project Area, including the proposed Project site, would increase the demand on fire and police protection services, schools, parks, energy and gas utilities, solid waste, wastewater, and other public facilities. The proposed Project does not include construction of any new residential or commercial uses and would not result in population growth, and therefore, would not create any new long-term demand for public services and utilities. In addition, the anticipated development of the Avenue 50 roadway extension was already accounted for and analyzed in the SP EIR. Therefore, all potentially significant effects resulting from the development of the proposed Project, such as those relating to public services and utilities, have already been adequately analyzed in the SP EIR and can be avoided/mitigated through compliance with General Plan policies and programs, and payment of development impact fees; see SP EIR Thresholds 4.14.1 through 4.14.12.

The proposed Project is subject to compliance with the City standards for the provision of public services and utilities. No new significant impacts involving public services and utilities, or substantial increase in the severity of previously identified significant impacts would occur with implementation of the proposed Project. Further, the proposed Project does not trigger new impacts to public services requiring preparation of a subsequent EIR.

4.15 RECREATION RESOURCES

Would the project:

- 1) *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?*
- 2) *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?*

SP EIR Conclusions

The SP EIR concluded the following:

- Physical Deterioration of Existing Neighborhood and Regional Parks or Other Recreational Facilities (Threshold 4.15.1): The Approved Project would result in the development of up to 7,800 dwelling units. Utilizing the State of California Department of Finance (DOF) factor of 4.61 people per household, and assuming every resident was a new citizen of the City, these residential uses would result in a population increase of up to 35,958 people. This increase in population would result in an increased demand for parks and recreational facilities, and would require the Approved Project to provide 107.9 acres of parkland to meet the City requirement of 3.0 acres of parkland per 1,000 residents.

The City currently has a deficit of approximately 36.2 acres of parkland. Although development of the Approved Project would increase the population within the City, the Approved Project would provide an additional 344.7 acres parklands to offset the impacts to existing parklands within the City. In addition to the 344.7 acres of parkland, the Approved Project would also include approximately 381.1 acres of open space and 175.8 acres of drainage/wash area, as well as a network of multipurpose trails and bicycle trails located throughout the site. Open space areas would preserve the natural environment and serve as a buffer between development areas and the natural areas surrounding it. With the development of the Approved Project, the City would have an overall surplus of 199.8 acres of parkland. Based on this analysis, the Approved Project would be consistent with the City's goal of developing new parkland for recreational uses. A less than significant impact would occur.

- Construction or Expansion of Recreational Facilities (Threshold 4.15.2): As discussed in the response to Threshold 4.15.1 above, the Approved Project would provide an overall surplus of parkland in the City. The construction of amenities associated with parks and open space within the Approved Project area are included as part of site's development. Therefore, as the environmental effects for the site are included as part of the entire analysis of environmental effects in the SP EIR, the construction or expansion of such areas would not result in an adverse physical effect on the environment beyond those analyzed for the overall development of the Approved Project. For these reasons, impacts associated with this issue are considered to be less than significant. No mitigation is required.

Analysis of Proposed Project

The proposed Project would not have adverse impacts regarding recreation resources because it is a transportation infrastructure project and does not propose any new housing. As such, no population

growth would occur with Project implementation, and no additional demand for recreation resources would be generated. The proposed Project is in compliance with General Plan policies and programs, and is listed in the General Plan Update Mobility Element's Road Network Vision as a planned "New Major Corridor" roadway. Therefore, impacts are considered to be less than significant. No new significant impacts involving recreation resources, or substantial increase in the severity of previously identified significant impacts, would occur with implementation of the proposed Project. Further, the proposed Project does not trigger new impacts to recreation resources requiring preparation of a subsequent EIR.

4.16 TRAFFIC AND CIRCULATION

Would the project:

- 1) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?*
- 2) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?*
- 3) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?*
- 4) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?*
- 5) Result in inadequate emergency access?*
- 6) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.*

SP EIR Conclusions

The SP EIR concluded the following:

- Conflict With an Applicable Plan, Ordinance or Policy Establishing Measures of Effectiveness for the Performance of the Circulation System (Impact 4.16.1): Implementation of Phases 1 through 5 of the Approved Project would result in a significant unavoidable traffic impact due to the generation of traffic that would affect intersections, freeway mainlines, and freeway ramps. Under the “Existing Year Plus Phases 1 Through 5” conditions (with the new interchange), 18 intersections, 3 freeway segments, and 4 ramp locations are forecast to operate at less than the LOS standard. Under the “Year 2035 Plus Phases 1 through 5” conditions (with the new interchange), 64 intersections, 22 freeway segments, and 22 ramp locations are forecast to operate at less than the LOS standard. Mitigation measures have been proposed to reduce these impacts, however, these would not reduce impacts to a less than significant level. Impacts would remain significant and unavoidable.

SP EIR Mitigation Measures 4.16.1 and 4.16.2 contain a list of study area intersection improvements that would be implemented for this significant impact. Although implementation of the improvements defined in SP EIR Mitigation Measures 4.16.1 and 4.16.2 would reduce the significant impacts, the City cannot control the timing of when the intersection improvements for the locations not entirely within the boundaries of the City will be implemented. Similarly, the City cannot control the timing of when the intersection improvements for the locations on Caltrans facilities (i.e., SR-111, SR-86, and I-10) are implemented. For this reason, SP EIR Mitigation Measures 4.16.1 and 4.16.2 include only the improvements that are fully in the City of Coachella. Consequently, even with implementation of the improvements identified in SP EIR Mitigation

Measures 4.16.1 and 4.16.2, impacts would remain significant and unavoidable at the locations located outside of the City's jurisdiction.

In addition, because the Approved Project causes the LOS to fall below the standard at freeway mainline lanes and freeway ramp location, this is considered to be a project direct significant impact and mitigation is required. However, there is no feasible mitigation for this significant impact because there is no mechanism for the City to design, fund, and construct improvements on State highways and freeways. All improvements to State highways and freeways are controlled by Caltrans. For this reason, impacts would remain significant and unavoidable at these locations.

- Conflict With an Applicable Congestion Management Program (Impact 4.16.2): The CMP utilizes a LOS standard of LOS E, except for non-exempt locations where the standard is LOS F. The Approved Project intersection impact analyses discussed above as part of the discussion contained under Threshold 4.16.1 is based on the more restrictive LOS D standards from the local jurisdiction in which the intersection is located. The analysis of freeway mainline lanes and merge/diverge locations is based on the CMP LOS E standard. Thus, the SP EIR meets and exceeds the CMP LOS standard for intersection analyses and meets the CMP LOS standard for freeway mainline lanes and merge/diverge locations. The CMP system in the City of Coachella includes SR-111, SR-86, and I-10.

Implementation of Phases 1 through 5 of the Approved Project would result in a significant unavoidable traffic impact due to the generation of traffic that would affect intersections, freeway mainlines, and freeway ramps, and thus conflict with the CMP.

Six study area intersections on SR-111, SR-86, or I-10 are forecast to operate at less than the CMP LOS E standard in the "Existing Year Plus Phases 1 Through 5" conditions (with Avenue 50 Interchange) conditions. Because the Approved Project causes the LOS to fall below the standard or causes further degradation at these intersections, this is considered to be a project direct significant impact and mitigation is required. Mitigation for this significant impact is provided in SP EIR Mitigation Measure 4.16.2. Although implementation of the improvements defined in SP EIR Mitigation Measure 4.16.2 would reduce the significant impacts, the City cannot control the timing of when the intersection improvements for the locations on Caltrans facilities (i.e., SR-111, SR-86, and I-10) are implemented. For this reason, even with implementation of SP EIR Mitigation Measure 4.16.2, impacts would remain significant and unavoidable at these locations.

Three study area freeway mainline lanes and four study area freeway ramp merge/diverge locations are forecast to operate at less than the CMP LOS E standard (the same standard used in Threshold 4.16.1 for freeway mainline lanes and merge/diverge locations) in the "Existing Year Plus Phases 1 Through 5" conditions (with Avenue 50 Interchange) conditions. Because the Approved Project causes the LOS to fall below the CMP standard at these freeway mainline lanes and ramp locations, this is considered to be a project direct significant impact and mitigation is required. However, there is no feasible mitigation for this significant impact because there is no mechanism for the City to design, fund, and construct improvements on State highways and freeways. All improvements to State highways and freeways are controlled by Caltrans. For this reason, impacts would remain significant and unavoidable at these locations.

In addition, the forecast intersection LOS deficiencies are caused by future traffic volume growth from the combination of traffic volume increases projected by the traffic model that are attributable to other cumulative projects and the traffic volume increases from the Approved Project. For this reason, the above impacts also represent a significant cumulative impact and mitigation is required. Mitigation for this significant impact is provided in SP EIR Mitigation Measures 4.16.3 and 4.16.4. Although implementation of SP EIR Mitigation Measures 4.16.3 and 4.16.4 would reduce the significant impacts by requiring the Approved Project's fair share contribution in the form of DIF and TUMF fee payments towards the future intersection improvements, the City cannot control the timing of when the intersection improvements for the locations on Caltrans facilities (i.e., SR-111, SR-86, and I-10) are implemented. For this reason, even with implementation of SP EIR Mitigation Measures 4.16.3 and 4.16.4, cumulative impacts would remain significant and unavoidable.

- Hazards (Impact 4.16.4): The design of roadways must provide adequate sight distance and traffic control measures. This provision is normally realized through roadway design to facilitate roadway traffic flows. Roadway improvements in and around the Approved Project site would be designed and constructed to satisfy all City and Caltrans requirements for street widths, corner radii, intersection control as well as incorporate design standards tailored specifically to project access requirements that would result in the safe and efficient flow of traffic. In addition, the Approved Project includes a circulation plan to guide future construction of internal roadways. The circulation plan addresses vehicular circulation, non-motorized circulation, traffic calming, drainage crossings, and public transportation. The Approved Project contains the general alignment and street cross sections for all key roadways as well as an infrastructure implementation component. Adherence to general street alignments and street cross-sections and other applicable City requirements for the construction of streets would ensure the Approved Project would not include any sharp curves, dangerous intersections, or other design hazards. Therefore, the Approved Project would not increase hazards to a design feature and would result in a less than significant impact. No mitigation is required.
- Emergency Access (Impact 4.16.5): Adherence to the Approved Project general street alignments and street cross-sections and other applicable City requirements for the construction of streets would ensure the Approved Project would not include any sharp curves, dangerous intersections, or other design hazards that might otherwise impede emergency response vehicles. In the absence of any emergency access restrictions, a less than significant impact would occur and therefore no mitigation is required. Construction activities that may temporarily restrict vehicular traffic would be required to implement adequate measures to facilitate the passage of people and vehicles through/around any required road closures. Site-specific activities such as temporary construction activities would be required as part of the Approved Project's infrastructure implementation element and are finalized on a project-by-project basis by the City and are required to ensure adequate emergency access. Such measures are implemented through a construction traffic management plan placed on each project development phase as part of standard conditions of approval. In the absence of any emergency access restrictions, a less than significant impact would occur during construction and therefore no mitigation is required.

- Conflict With Adopted Policies, Plans, or Programs Regarding Public Transit, Bicycle, or Pedestrian Facilities, or Otherwise Decrease the Performance or Safety of Such Facilities (Impact 4.16.6): The Approved Project incorporates a network of on- and off-street non-motorized circulation elements to promote walkability and reduce vehicle miles traveled within the Approved Project area. The system provides for bicycles, pedestrians, and allows for future use by Neighborhood Electric Vehicles (NEVs). Project trails provide connections within the site and would be designed to connect to the City and CVAG regional trails as identified in the CVAG Non-Motorized Transportation Plan (NMTP). The potential use of NEVs is intended to provide alternate modes of transportation and reduce vehicle miles traveled within the community. Mixed Use areas within the Approved Project site would be designed to include electric vehicle charging stations associated with civic and/or commercial uses. Implementation of these design elements would promote the use, and therefore, the performance of non-motorized circulation. Additionally, design of the non-motorized circulation elements would meet standard engineering design requirements. The non-motorized and NEV circulation plan would not conflict with the policies and goals of CVAG's NMTP. Therefore, impacts associated with this issue would be less than significant and no mitigation is required.

Analysis of Proposed Project

Construction Impacts: Traffic circulation may be temporarily adversely affected during the proposed Project's construction phase. Impacts would occur as a result of construction equipment and vehicles on roadways adjacent to construction areas. Impacts that are likely to occur would be a disruption of the normal flow of traffic as a result of the movement of construction vehicles and heavy equipment within the public right-of-way (ROW) and temporary lane closures, and fire and police protection emergency vehicles may be temporarily impacted.

The City requires preparation and implementation of a Traffic Management Plan (TMP) for all projects that require construction in the public ROW. The TMP must be reviewed and approved by the City's Traffic Engineer prior to the start of construction activity in the public ROW. In order to minimize this potential impact, the proposed Project would be required to develop a TMP, which would implement measures such as deploying appropriate temporary signage and identifying any detour routes to ensure safe and efficient movement of vehicles, including emergency vehicles, during the Project's construction phase. With implementation of the TMP, impacts regarding general traffic circulation, as well as emergency access, would be less than significant.

Operational Impacts: The proposed Project involves construction of a new roadway within the Approved Project area, whereas the Approved Project involves implementation of a large-scale master planned community within the northeastern portion of the City. Because the proposed Project represents a nominal portion of the development envisioned in the Approved Project in its entirety, the proposed Project is not anticipated to result in any new significant impacts involving traffic volumes, or substantial increase in the severity of previously identified significant impacts for the Approved Project. The proposed extension of Avenue 50 is included in the City's General Plan Mobility Element as a necessary transportation infrastructure project to enhance connectivity within the Approved Project vicinity.

In addition, the proposed Project is not anticipated to result in conflicts with the CMP, alternative modes of transportation including public transit, inadequate emergency access, or hazardous design features. All

Project Design Features would comply with design standards and regulations set forth by the City. Further, the proposed Project does not trigger new impacts to transportation and traffic requiring preparation of a subsequent EIR. Less than significant impacts regarding long-term operational traffic and circulation are anticipated to be less than significant and no mitigation is required.

4.17 WATER SUPPLY

Would the project:

- 1) Not have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?*
- 2) Require or result in the construction of new water or wastewater treatment or collection facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?*
- 3) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?*

SP EIR Conclusions

The SP EIR concluded the following:

- Sufficient Water Supplies Available to Serve the Project (Threshold 4.17.1): The Approved Project would result in a population increase of approximately 35,958 new residents, as well as an additional 3,355 employees associated with the proposed commercial uses on the site. These increases would result in an increased demand on water supply. The Coachella Water Authority (CWA), which is part of the City's Utilities Department, will serve as the public water system for the Approved Project. The CWA utilizes groundwater produced from the Coachella Valley Groundwater Basin (specifically, the Lower Whitewater River Subbasin, which is continuously replenished at the local and regional level pursuant to a variety of water supply projects and programs discussed in the Approved Project's Water Supply Assessment [WSA]) to serve water within the City. At the same time, however, the City's 2010 Urban Water Management Plan (UWMP), the Coachella Valley Water District (CVWD) 2010 UWMP, CVWD 2010 Coachella Valley Water Management Plan (CVWMP) and 2011 SP EIR all demonstrate that the groundwater basin and supplies that are used by CWA are cooperatively managed by the City, CVWD, and others as an expansive conjunctive use resource, where the City and CVWD use entitlements to imported water and other resources to replenish local groundwater supplies on an ongoing basis. This resource is capable of ensuring a sufficient and sustainable water supply to serve existing uses and projected growth during normal, single-dry and multiple-dry years over an extended planning horizon, currently established as the year 2045. Not only does the basin contain vast reserves of local groundwater (approximately 25 million acre-feet), it has substantial available storage space that has been utilized and will continue to be utilized to store millions of acre-feet of supplemental supplies that become available during normal and above-normal years. Those surplus supplies are recharged to the basin for later use during dry periods.

The Approved Project is identified in the 2010 CVWMP (referred to then as the Lomas del Sol project), and the demands associated with the Approved Project have been accounted for as part of CVWD's regional water supply planning efforts and conclusions of water supply sufficiency through the year 2045. Importantly, the potential environmental impacts of securing additional water supplies and entitlements, and implementing the water supply projects and programs

contained in the 2010 CVWMP have been analyzed in accordance with CEQA, and the determination has been made that implementation of the 2010 CVWMP will have a beneficial effect on groundwater resources. CVWD and the City signed a Memorandum of Understanding in September 2009 (the 2009 MOU) to assist in ensuring a sufficient and reliable water supply for development projects within the City and its sphere of influence (SOI). Under the terms of the 2009 MOU, various means are identified by which the City can provide for the supply of supplemental water to offset the demands associated with new development projects approved by the City. In particular, the City can participate in funding CVWD's acquisition of supplemental water supplies to offset demands associated with newly approved projects within the City's SOI. CVWD and the City signed an additional Memorandum of Understanding in February 2013 (the 2013 MOU) regarding implementation of the 2009 MOU. Among other things, the 2013 MOU further specifies the mechanism by which the City can finance and acquire supplemental water supplies from CVWD to meet the projected demands of new development projects. The 2013 MOU expressly acknowledges and applies to the Approved Project.

The WSA prepared for the Approved Project assumes that all phases of the project will be developed and, accordingly, the analyses are based on a total projected water demand of approximately 5,365.8 acre-feet per year (AFY). As indicated above, the 2010 CVWMP also assumes that the Approved Project will be constructed, and the projected water demand associated with the Approved Project has already been specifically accounted for as part of CVWD's water supply planning efforts and conclusions of short and long-term water supply sufficiency within the City and its sphere of influence. Using the total projected water demand figure of 5,365.8 AFY, the WSA concludes in accordance with the SB 610 standard that the total projected water supplies available to the City during normal, single dry and multiple dry water years during a 20-year projection are sufficient to meet the Approved Project's projected water demand in addition to the City's existing and planned future uses, including agricultural and manufacturing uses.

Based on the above, the Approved Project would not substantially deplete groundwater such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level. Furthermore, the Approved Project would incorporate elements of both the City and CVWD water conservation plans. These include conservation elements for indoor and outdoor use for both multifamily residential and mixed-use development, and as demonstrated in the project's sustainable design features, the Approved Project would not interfere with groundwater recharge. In addition, pursuant to SB 221 the approval of any development agreement or tentative tract map for the project that includes a subdivision must be conditioned on obtaining a written verification from the CWA. Accordingly, potential impacts related to groundwater levels and sufficient water supplies and entitlements would be less than significant with applicable water management practices and features included in the project design, and no mitigation is required.

- Construction or Expansion of New Water or Wastewater Treatment or Collection Facilities (Threshold 4.17.2): The City supplies 100 percent of its potable water from eight City-owned and -operated active groundwater wells. The 2010 annual production from the City's eight wells was approximately 2,700 million gallons. The Approved Project's projected demand of 5,365.8 AFY

equates to approximately 1,748 million gallons annually, which, when added to the current annual production of 2,700 million gallons, is still within the production capacity of the City's existing wells (approximately 18 million gpd or 6,570 million gallons annually). The closest existing City water system facility is located near Tyler Street and 48th Avenue. The facility consists of a 5 million gallon reservoir, well, and booster station. The booster pump station delivers water storage to the 150 Zone system. An existing 16-inch transmission main along Tyler Street carries flows from this reservoir/well/booster facility to the City's water system to the west and north.

The Approved Project would supplement the City facilities with two off-site production wells for potable use, and would also install five booster stations and four pressure reducing stations; a total storage volume of 14 million gallons in storage reservoirs (tanks); and new water pipelines, including larger transmission mains sized at 14 and 18 inches for conveyance of water from the reservoirs and booster stations. The Approved Project would be integrated into the City's water facilities system. In addition, as part of the storage and project's transmission system, three to four aboveground water tanks are proposed, having a total storage capacity of approximately 14 million gallons. Well and booster sites would be located at an off-site location to maintain water quality. Two separate pipelines would be routed from these wells and boosters across the Coachella Canal along Avenue 50 and Avenue 52 to a common booster station onsite to serve all three pressure zones. The ultimate size and location for the reservoirs and pipelines would be based on balancing deliveries throughout the Approved Project site. Water reservoir and booster station locations/elevations are approximate and may change to reflect final grading, hydraulics, and fire suppression/code requirements. The timing of these improvements would coincide with the number of homes under construction to ensure that adequate pressures are addressed.

Because the Approved Project would be served by the existing water and proposed infrastructure, impacts related to construction of new water facilities are considered less than significant, and no mitigation is required.

- Groundwater Supplies and Recharge (Threshold 4.17.3): Refer to the discussion in Threshold 4.17.1, above. The Approved Project would not substantially deplete groundwater such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level. A less than significant impact would occur and no mitigation is required.

Analysis of Proposed Project

The proposed Project would not have adverse impacts regarding water supply because it is a transportation infrastructure project and does not propose any new housing. As such, no population growth would occur with Project implementation, and no additional long-term demand for water would be generated. The proposed Project is in compliance with General Plan policies and programs, and is listed in the General Plan Update Mobility Element's Road Network Vision as a planned "New Major Corridor" roadway. Therefore, impacts are considered to be less than significant. No new significant impacts involving water supply, or substantial increase in the severity of previously identified significant impacts, would occur with implementation of the proposed Project. Further, the proposed Project does not trigger new impacts to water supply requiring preparation of a subsequent EIR.

4.18 MANDATORY FINDINGS OF SIGNIFICANCE

Would the project:

- a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?*
- b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?*
- c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?*

SP EIR Conclusions

The SP EIR concluded the following:

Degradation of the Environment

Section 15065(a) of the CEQA Guidelines requires a find of significance if a project "has the potential to substantially degrade the quality of the environment." In practice, this is the same standard as a significant effect on the environment, which is defined in Section 15382 of the Guidelines as "a substantial or potentially substantial adverse change in any of the physical conditions within the area affected by the project including land, air, water, minerals, flora, fauna, ambient noise and objects of historic or aesthetic significance."

The SP EIR in its entirety addresses and discloses all potential environmental effects associated with development that may be facilitated within the Approved Project Area at a program level of analysis, including direct, indirect, and cumulative impacts in the following areas:

- | | |
|--|---------------------------------|
| • Aesthetics | • Land Use and Planning |
| • Agricultural and Forest Resources | • Mineral Resources |
| • Air Quality | • Noise |
| • Biological Resources | • Population and Housing |
| • Cultural and Paleontological Resources | • Public Services and Utilities |
| • Geology and Soils | • Recreation Resources |
| • Global Climate Change | • Traffic and Circulation |
| • Hazards and Hazardous Materials | • Water Supply |
| • Hydrology and Water Quality | |

The SP EIR discloses all potential environmental impacts, the level of significance prior to mitigation, project requirements that are required by law, feasible mitigation measures, and the level of significance after the incorporation of mitigation measures.

Long-Term Impacts

Section 15065(a)(2) of the CEQA Guidelines states that a lead agency shall find that a project may have a significant effect on the environment where there is substantial evidence that the project has the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals. Section 6.1, *Significant Irreversible Environmental Changes*, of the SP EIR addresses the short-term and irretrievable commitment of natural resources to ensure that the consumption is justified on a long-term basis. In addition, Section 6.2, *Growth-Inducing Impacts*, identifies any long-term environmental impacts caused by the project with respect to economic and population growth. Lastly, Section 6.3, *Significant Effects That Cannot Be Avoided*, identifies all significant and unavoidable impacts that could occur that would result in a long-term impact on the environment.

Cumulative Impacts

A cumulative impact analysis is only provided for those thresholds that result in a less than significant impact, a potentially significant impact unless mitigated, or a significant and unavoidable impact. Section 15065 of the CEQA Guidelines states that a lead agency shall find that a project may have a significant effect on the environment where there is substantial evidence that the project has potential environmental effects that are individually limited by cumulatively considerable. As defined in Section 15065(a)(3) of the CEQA Guidelines, cumulatively considerable means “that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probably future projects.” Cumulative impacts are addressed for each of the environmental topics listed above and are provided in Sections 4.1 through 4.17 of the SP EIR.

Impacts on Species

Section 15065(a)(1) of the CEQA Guidelines states that a lead agency shall find that a project may have a significant effect on the environment where there is substantial evidence that the project has the potential to (1) substantially reduce the habitat of a fish or wildlife species; (2) cause a fish or wildlife population to drop below self-sustaining levels; or (3) substantially reduce the number or restrict the range of an endangered, rare, or threatened species. Section 4.4, *Biological Resources*, of the SP EIR fully addresses any impacts that might related to the reduction of fish or wildlife habitat, the reduction of fish or wildlife populations, and the reduction or restriction of the range of special-status species as a result of project implementation.

Impacts on Historical Resources

Section 15065(a)(1) of the CEQA Guidelines states that a lead agency shall find that a project may have a significant effect on the environment where there is substantial evidence that the project has the potential to eliminate important examples of a major period of California history or prehistory.

Section 15065(a)(1) of the CEQA Guidelines amplifies PRC § 21001(c) by requiring preservation of resources that represent major periods of California history for the benefit of future generations. It also reflects the provisions of PRC § 21084.1 in requiring a finding of significance for substantial adverse changes to historical resources. Section 15064.5 of the CEQA Guidelines establishes standards for determining the significance of impacts to historical resources and archaeological sites that are an historic resource. Section 4.5, *Cultural and Paleontological Resources*, of the SP EIR fully addresses impacts related

to California history and prehistory, historic resources, archaeological resources and paleontological resources.

Impacts on Human Beings

As required by Section 15065(a)(4) of the CEQA Guidelines, a lead agency shall find that a project may have a significant effect on the environment where there is substantial evidence that the project has the potential to cause substantial adverse effects on human beings, either directly or indirectly. Under this standard, a change to the physical environment that might otherwise be minor must be treated as significant if people would be significantly affected. This standard relates to adverse changes to the environment of human beings generally, and not to effects on particular individuals. While changes to the environment that could indirectly affect human beings would be possible in all of the designated CEQA issue areas, those that could directly affect human beings include the following: air quality; hazards and hazardous materials; noise; public services and utilities; and traffic and circulation, all of which are addressed in the appropriate sections of the SP EIR.

Analysis of Proposed Project

The proposed Project would result in construction and operation of a new roadway within the Approved Project area, which could significantly impact, directly or through habitat modifications, sensitive vegetation communities and/or sensitive plant and wildlife species. Therefore, development within the Approved Project Area, including the proposed Project, could potentially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animal.

Additionally, as concluded in the SP EIR and Section 4.5 of this Addendum EIR, ground-disturbing activities, such as grading or excavation, associated with development could unearth undocumented archaeological or paleontological resources or disturb unknown human remains.

While development was already accounted for in the SP EIR, and the proposed Project does not propose to change existing land use or zoning designations in the Approved Project Area, the SP EIR states that individual development proposals are subject to review under CEQA. In addition, site-specific biological and cultural studies are required for individual projects to evaluate potential impacts to biological and cultural resources. These studies were conducted for the proposed Project; refer to Sections 4.4 and 4.5 of this Addendum EIR. Therefore, all potentially significant effects resulting from implementation of the proposed Project, such as those relating to biological and cultural resources, can be avoided/mitigated through compliance with General Plan policies and programs, the established regulatory framework, and the respective SP EIR Mitigation Measures as discussed in Sections 4.4 and 4.5 of this Addendum EIR.

Following compliance with the established regulatory framework, recommended SP EIR Mitigation Measures, and General Plan policies and programs, no new significant impact to biological or cultural resources or substantial increase in the severity of previously identified significant impacts would occur with implementation of the proposed Project. The proposed Project would not result in environmental effects that would cause substantial adverse effects on human beings.

4.19 CONCLUSION

The SP EIR examined all the potential impacts resulting from full implementation of the La Entrada Specific Plan, including Aesthetics, Agricultural and Forest Resources, Air Quality, Biological Resources, Cultural and Paleontological Resources, Geology and Soils, Global Climate Change, Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use and Planning, Mineral Resources, Noise, Population and Housing, Public Services and Utilities, Recreation Resources, Traffic and Circulation, and Water Supply. The SP EIR concluded that the potential impacts would be less than significant with implementation of mitigation measures and adherence to General Plan policies and programs; however, the SP EIR also concluded that impacts involving the following issue areas would remain significant and unavoidable, despite mitigation and General Plan compliance: Aesthetics, Agricultural and Forest Resources; Air Quality; Geology and Soils; Global Climate Change; Public Services and Utilities; and Traffic and Circulation.

The proposed Project is one of many future infrastructure development projects that are anticipated to be implemented within the La Entrada Specific Plan (“Approved Project”) Area. The proposed Project does not represent significant changes to the Approved Project relative to CEQA in that they do not change the assumptions, analysis, conclusions, or mitigation for the Approved Project. The components of the proposed Project do not alter the Approved Project’s significance conclusions or represent significant new information. Additionally, the proposed Project does not require major revisions to the SP EIR and no new significant environmental effect or substantial increase in the severity of previously identified significant effects would occur with implementation of the proposed Project. The proposed Project would not satisfy any of the conditions that warrant preparation of a Subsequent EIR.

As outlined in the SP EIR and this Addendum analysis, all impacts of the proposed Project were fully examined and mitigated to the extent discussed in this Addendum EIR, and the proposed Project does not require substantial changes to the prior-certified SP EIR, or previously adopted mitigation measures. Therefore, the preparation of an Addendum to the existing certified SP EIR is the appropriate CEQA document to support the City’s consideration of the proposed Project, as outlined in CEQA Guidelines Sections 15162 and 15164.

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